

NEW ZEALAND'S FOREMOST HISTORIC MOTORING MAGAZINE

# Beaded Wheels

No. 274 June/July 2005

\$5.50



**AUSTIN CENTENARY PREPARATIONS**

**AUCKLAND BRANCH  
50 YEAR CELEBRATIONS**

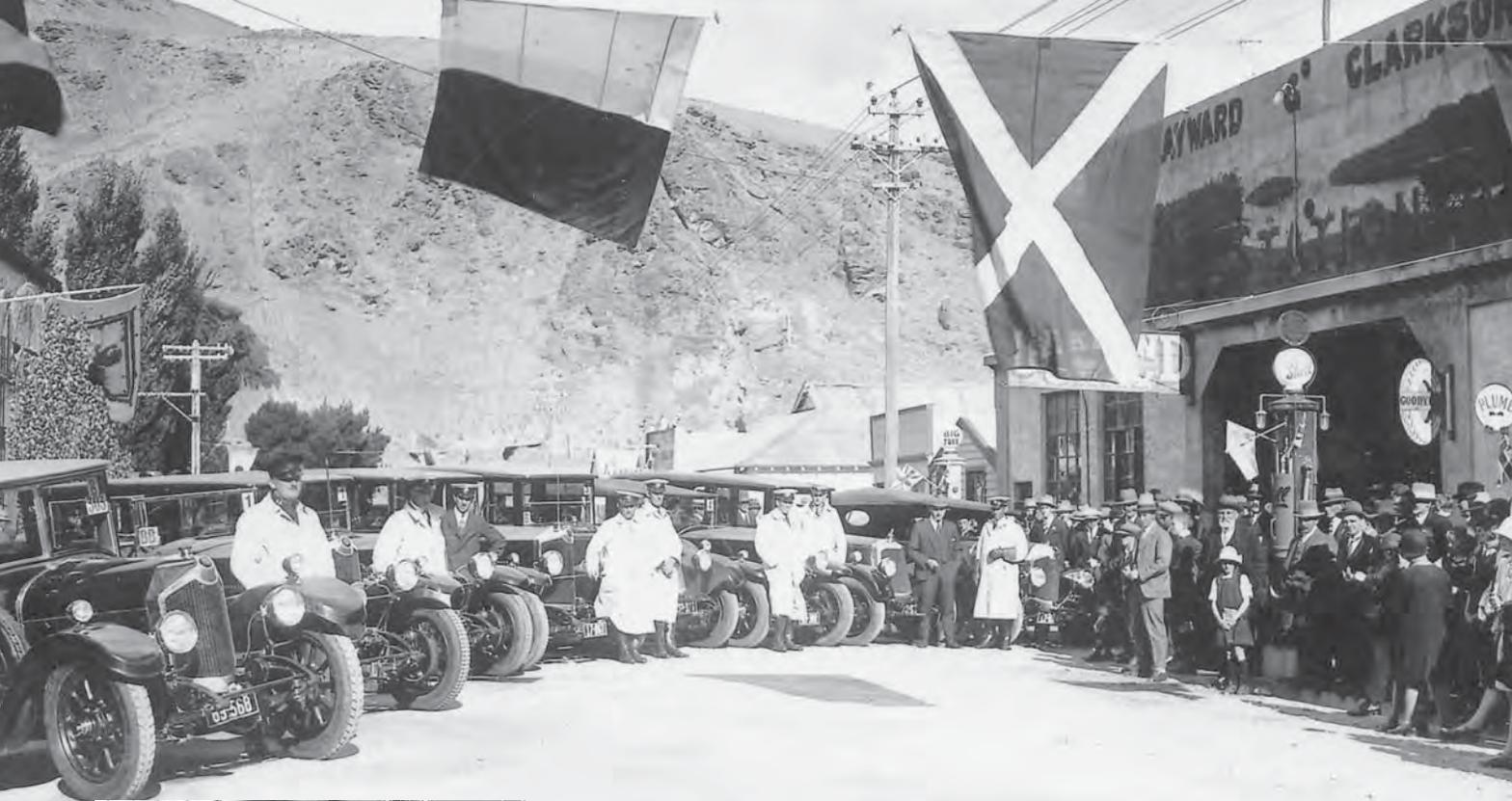
**CHITTY BANG BANG III**  
the White Mercedes

**CLUB ACTION**

Reports from Auckland, 19th National Motorcycle Rally,  
South Island Club Captain's Tour and more



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Submissions of photographs for this page are welcome from *Beaded Wheels* readers. Please send original photographs of historic interest with any available information to *Beaded Wheels*, PO Box 13140, Christchurch. **Laserprints/photocopies are not suitable.**

*Photos will be returned as soon as practicable.*

Neil Collinson from Te Anau has raided his family photo album and supplied some interesting photographs for our Pictorial Archive this issue. Neil writes, "The photographs relate to my grandfather's career with the New Zealand Post Office Garage in Wellington. Two of the photos cover aspects of the Royal Tour of the Duke of York in 1927. The photo of the cars outside the garage is in the main street of the original Cromwell town. The cars include the official Crossley cars and Armstrong Siddeley. Note the Big Tree and Shell and Plume petrol bousers. My grandfather is standing second from left. Also of interest are the white dustcoats worn on back roads. I still have my grandfather's coat."

The second photo of the Crossley car being vacuumed is outside a shop in the main street of Timaru. My grandfather is seated in the car. The third fleet photo is taken in Wellington. Cars include Daimler, Austin Sheerline and Humber Super Snipe at the back some smaller Daimlers and a Vauxhall."

## management committee

A full list of branch addresses and contact details can be found on the VCCNZ website at [www.vcc.org.nz](http://www.vcc.org.nz)

All administration matters should be addressed to the **NATIONAL OFFICE** in the first instance see opposite page for details.

The Vintage Car Club of New Zealand Inc  
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Please note this information changes annually - these details are valid until August 2005

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## Beaded Wheels

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*Beaded Wheels* is the voice of The Vintage  
Car Club of New Zealand (Inc.) and its 35  
branches covering the length and breadth  
of the country. The efforts of our members  
continue fostering and ever widening the  
interest in this segment of our country's history,  
and provide rallying points for the constantly  
increasing band of enthusiasts. It is to these  
people, who appreciate the fascination of age,  
the individuality and the functional elegance of  
vehicles from a bygone era, that this magazine  
is dedicated.

*Beaded Wheels* – It is a very apt and well-known  
title however readers may wonder at the origin  
of the name. By way of explanation beaded  
edge wheels use beaded edge tyres that are  
kept in place by reinforced rubber beads, which  
fit into the rolled edges of the wheel rim. This  
style of wheel was a distinctive feature of early  
motoring being used on early bicycles, many  
pre-1924 cars and most motorcycles until 1927.  
The VCCNZ adopted the title *Beaded Wheels* for  
their quarterly club magazine in March 1955  
which was the successor to the monthly *Gulf  
Sheet*.

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magazine of The Vintage Car Club of New  
Zealand (Inc)" as the source.

# Beaded Wheels

Issue 274 June/July 2005



*In the lap of luxury, Scott Thomson  
takes a test drive in a 1939 Bentley,  
page 22.*



*Mel Tapp uncovers a piece of lost history,  
page 21.*



*Maybe not quite up to F1 standard  
but lots of fun – this CAE sprinter  
features in our marketplace section,  
page 41.*



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## COVER

*Mark Golding in his 1927 12/4 Austin enjoying the Auckland 50th  
Anniversary Rally with family.*

*Inset: Jim and Irene Francis in the Delage.*

*Photo John Stokes*

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## president's message

What wonderful Vintage motoring we have enjoyed over the first four months of this year with more than three and a half thousand Vintage miles clocked up between our Morris and the Panther. I hope fellow members have enjoyed their historic vehicles as much as we have over the summer months.

Congratulations go to our Club Captain Southern Region, Diane Ross, on a very successful Tour during April. Members from up and down the country enjoyed great camaraderie while seeing breathtaking southern scenery during the twelve days of the Tour. We travelled on roads that most of us didn't know existed and the weather (we had the hood down all the way) as well as the company of fellow members, lived up to our expectations.

Further to my comments regarding the friendship and helpfulness to fellow members in my last *Beaded Wheels* message, it was pleasing to note that a Rotorua member has (through Branch newsletters, available at your Branch Clubrooms or via your Branch Secretary) offered his services free to fellow club members if they strike mechanical trouble while passing through his area. Our helpful member offers a well equipped workshop, welding gear, lathe etc and while we all hope that we don't suffer a breakdown while travelling, it is good to know that there are folk willing (in the spirit of historic motoring) to help us out. I am sure that throughout the country, there are many similar fine people prepared to do the same too. I hear of it and see it happening all the time – yet another bonus of belonging to this great Club of ours.

Waitemata Branch hosted the Club's March Executive Meeting very ably with a wide variety of topics covered during the day. I am always frustrated at these one day Executive Meetings as, due to the flight times necessary to get Chairmen and Delegates to the Meeting on the one day, there is so little, if any, time to "meet and greet" fellow motoring enthusiasts. At this meeting there were several new Delegates and I was disappointed not to be able to talk personally to them. A Club of our size obviously needs to have a time for formal discussions at such meetings, but I think by not having a period for Delegates to interact and exchange ideas

socially during this occasion together is a pity. I know that extending the March Executive Meeting comes up from time to time and in the past the Executive of the Club (elected Chairmen, Delegates and Management Committee Members) have decided to stay with the one day option, but maybe it is time we have another look at it. We all appreciate that precious personal family time is taken up (not to mention using and restoring our historic vehicles!) by attending these meetings but perhaps if we extended it until Sunday lunch, it may appeal more. Something to think about.

During the Executive Meeting I reported that as the Management Committee had been charged with revisiting the idea of holding a national event/public relations day for the Club, time at their January meeting had been spent discussing this again. It was decided that, as it would be a huge task to coordinate a date that suited all branches, it would be best to leave public relations (at the moment) with the branches. Of course the best image for the public is how we drive on the roads – it is up to each and every one of us to drive our historic vehicles with this in mind.

Happy and safe motoring.

*Leigh Craythorne*



## vintage viewpoint

Are there any closet cartoonists out there? From time to time we are sent material that is very suitable for use but which would be immeasurably enhanced by the use of appropriate cartoons to illustrate a point or two. The difficulty we have is that none of us here have any ability in this particular direction. We would like to have a cartoonist available to assist us by providing drawings to accompany the occasional story and thus add an extra dimension to *Beaded Wheels*. The job of cartoonist for *Beaded Wheels* would not be onerous, as the need does not arise too often. Although if we have a willing pencil expert then who knows—we may find more opportunities to use the expertise! How I see it working is that we would send out the story to our cartoonist and they would apply their creative talent to come up with suitable drawings. Full credit to the artist would be given – but regrettably, no money. Fame has its own rewards!

We currently have a story waiting for attention by a cartoonist so what about you closet cartoonists out there giving me call or e-mail outlining your skill and how you see it working. I am sure there must be at least one skilled artist among the club membership. Contact me on [kevin@vcc.org.nz](mailto:kevin@vcc.org.nz) or call me on 03 385 9821 (leave a message if unanswered, I'll get back to you)

The call for articles is being heeded and the result is a better read for our members. Keep the articles coming, particularly those of a slightly technical nature and those restoration stories. Don't forget that we prefer high quality photographs and if you give us a particularly good one your favourite Historic vehicle may even appear on the front cover.

*Kevin Clarkson*  
Chairman, *Beaded Wheels*



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## national office news

### John L Goddard Trophy

Nominations are sought for this prestigious VCC trophy. Please refer to the advertisement on page 8. Do you know anyone who you would like to nominate?

### Membership Cards

Membership Cards have now been forwarded to all members who have paid their subscriptions. If you have not received your membership card, please contact your Branch Secretary in the first instance and they will notify the National Office.

### Executive Meetings and Management Meetings

All Branch Secretaries are forwarded a copy of the Minutes from both Executive Meetings and Management Committee Meetings. Should you wish to read any of these, please contact your Secretaries.

## REMINDERS

### Vero 2006 Rally – VCC Diamond Jubilee

Have you obtained your entry form yet?

### VCC Vehicle Identity Card Applications and Historic Motor Vehicle Date Of Manufacture & Authenticity Statement Applications

Please remember that the applications must be processed through your branch. The Branch Committee will forward them, once signed off, to the National Office who after processing them forwards them to the National Registrar for completion.

Please make sure the photos are the correct size as if they are too big and can not be cut down to fit the Identity Card, you will be asked for further smaller copies. If you have a Historic Motor Vehicle Date of Manufacture & Authenticity Statement and your vehicle is now registered you can apply for the Identity Card by returning the Authenticity Statement after filling in the appropriate blank spots and forwarding

three identical photos, in its finished state, to the National Office.

If you have purchased a vehicle and been given an ID Card from the previous owner, it is no longer valid. To have the card re-issued is a simple process. Please contact your Branch Secretary for details and to obtain the VCC ID Card "Change of Ownership" application form.

### Changes Of Address/Vehicle Sales/Purchases

Please let the National Office know of changes as soon as possible. With vehicle details, if the vehicle has a VCC ID Card or Authenticity Statement, the new owner can apply for it (if a member). Non members can also apply for it however there is a cost involved.

*Julie Cairns*

## VCC Events

For inclusion in our next issue, fax details of Club Events to 03 332 3827 by 10 September, 2005 or email us at beadedwheels@vcc.org.nz

### JUNE

4-6	Canterbury	Irishman Rally
4-6	Waikato	Double Fifty Rally
5	South Canterbury	All British Day
12	Canterbury	Restoration of the Year Rally
18	Manawatu	Brass Monkey Trophy
19	Gore	End of Season Run
19	South Canterbury	End of Season Run
25	Far North	Molloy Trophy Run
26	Wellington	Colonial Cup

### JULY

2-3	Wellsford	Winter Woollies Run
10	Rotorua	Central North Island Swap Meet
23-25	Westland	Mid-Winter Run

### AUGUST

21	Otago	P60V Rally
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*While Beaded Wheels makes every attempt to check the accuracy of the dates published in this column we advise readers to confirm all dates with the individual Branch concerned.*

## MT COOK 2006 4, 5, 6, February

A special rally organised by the South Canterbury Branch of the Vintage Car Club

for Veteran and Vintage Vehicles to commemorate the centennial of the journey of the first motor cars to Mt Cook

On Monday 5 February 1906, Rodolph Wigley set out from Fairlie to drive the first motorcar, a De Dion Bouton to Mt Cook with Dr Eric Marchant as passenger. John Rutherford accompanied him along with his two younger brothers also driving a De Dion Bouton. The party stayed the nights of 5 & 6 February at Lake Tekapo before setting out for Mt Cook at midday on the 7 February. The party eventually arrived at Mt Cook at 4am on the morning of Thursday 8 February 1906.

The first trip by Wigley and Rutherford to Mt Cook was the forerunner of a regular run by service cars from Fairlie (where intending passengers came by train) to Mt Cook.

This operation was the start of the Fairlie-Mt Cook Motor Company, later the Mt Cook Tourist Company. The first regular Service Car run using a 24hp Darracq started on 1 December 1906. The Service Car left Fairlie at 7.30am and arrived at The Hermitage at 5.30pm.

For 50 years, the South Canterbury Branch of the Vintage Car Club has been running an annual rally at Labour Weekend to commemorate this event.

A special rally is being organised to commemorate 100 years since the first run by a motorcar to Mt Cook on the nearest weekend to the original date 4, 5, 6 February 2006. This commemorative run will start from Timaru on Saturday 4 February 2006. On the way the vehicles will call at the Opawa Homestead, which was owned by John Rutherford in 1906. Lunch will be on the Village Green in the centre of Fairlie with the vehicles then moving on to stay the night at Lake Tekapo. On Sunday 5 February 2006 the run will be from Lake Tekapo to Mt Cook with participants staying the night at The Hermitage with a special commemorative dinner in the evening.

Veteran cars are of the brass era 1918 or older. Vintage cars range in age from 1919 to 1931. The oldest car that will be on the run will be a 1900 Wolseley from Dunedin which the owner will drive from Timaru to Mt Cook. From the interest already shown by old car owners, it is likely that there should be between 100 and 150 vehicles taking part.

### Rally Organisers:

Kevin & Ruth Mercer, phone 03 693 8997  
Russell & Joan Paul, phone 03 686 0164

## Dear Sir,

On behalf of Andrew and myself, our son Joseph and daughter Nicole, I want to express our gratitude to all Club members who showed concern about Andrew's motorcycle accident on the way home from the National Motorcycle Rally.

I want to thank all the motorcyclists who stopped at the accident site and assisted Andrew and the wonderful medical team. Due to this medical team and Andrew's friends, Andrew's outlook in the future looks very good.

I want to thank Steve Voss (Chairman) and the members of the Wanganui Branch for their assistance and kindness in making arrangements if Joseph and I needed to go to Wanganui to be with Andrew. We thank you for visiting Andrew while he was in intensive care in Wanganui Hospital.

To all the visitors who came to Christchurch Hospital and Burwood Spinal Unit and kept Andrew's spirits up we are so grateful. This really helped Andrew's recovery.

To the people who sent flowers, letters, cards, baking offers of help and all the wonderful phone calls from people all over New Zealand words cannot express our gratitude. We never realised how many wonderful friends we had.

Andrew is now home. He is walking a little further each day and will slowly get his strength back. One day he will be back on his motorcycle or driving his Model T or his Model A and enjoying the company of our friends in the VCC.

Once again many thanks from us all, we will never forget your kindness.

Fay McClintock

## Dear Sir

Just a couple of days ago I was sitting in my study reviewing 10 years of *Beaded Wheels* and feeling decidedly nostalgic. I realised that the majority of my membership of the club has been spent living in England. Then I heard the postman and *Beaded Wheels* 273 hit the floor (no letter-boxes here you know).

I was delighted to see Basil McCoy's article on the Ards TT commemorations and there, amongst the historic photos, a picture of young Chris McCulla and myself in the Austin 7 Ulster. Basil, of course, is much too modest to give a proper explanation of this picture. The car is his own and Chris is his grandson. A few days earlier Basil had rung to say that I must be at this event. A last minute flight from London to Belfast and I found myself in the midst of

a wonderfully chaotic event the highlight of which was over 140 historic cars doing 3 laps of the TT course without the benefit of closed roads. I had expected to be a spectator (and was thrilled at the prospect) but Basil had other ideas.

"It's not a race" the police officer said but obviously no one else heard him. The first lap was with Basil in his Alvis and then into the pits to leap out of the 12/60 and await the arrival of the Ulster with Chris' parents. They arrived, having done two laps, grinning wildly. Chris and I leapt in and we were off. As a long time Singer fan it was great to be screaming through Bradshaws Bray and on to the butcher's shop and the square, snapping at the heels of a big black Bentley.

After the finish we carried on around the course to a lay-by near Bradshaws Bray where the McCoy clan were gathering to head home and to have our picture taken. I think that grin stayed with me for weeks afterwards. I hope it was the same for Chris – apparently this was his first proper experience of the Austin Ulster. The rest of the weekend was filled with many more highlights including a Dixon Riley, four Singer 9 team cars and a drive in a Riley Brooklands.

As a postscript, some months later, Basil sent me a video of the event, which included Chris and I going up Bradshaws Bray. Basil was pretty sure it was his Ulster in the video but said he was unfamiliar with the sound its engine and exhaust were making.

Michael Crehan

## Dear Sir

I am currently looking after a 1934 Morris 25/6 4 door saloon which belongs to my brother. The car has been in the family since my grandfather bought it when it was about a year old. It is in original unrestored condition except for the replacement of the fabric sunroof with a fixed steel panel, removal of the Bendix automatic clutch control and freewheel control and disconnection of the Startix starter. I believe the car was first owned by a Mr Franklin who may have been a stock agent in Dannevirke. I have enclosed a digital photo if you would like to publish it.

The engine is a 3.5 litre side-valve six cylinder with four speed synchro gearbox. We even have the very comprehensive owner's manual and all tools including the tyre pump, along with a WOF issued by the Dannevirke town

clerk in 1935. The speedo shows 62,000 miles run and given that my grandfather never drove the car in my lifetime, that's probably genuine.

My daughter's future father-in-law and I tidied it up for her wedding about 18 months ago and we got it running with a minimum of work. Just replacing the



battery and fanbelt and re-sleeving the wheel cylinders and a bit of minor cosmetic work. Some of the electrics are rather tired though, especially wiring for the wipers, trafficators and tail light. The block needs a good purge also to reduce overheating. There is some rust at the bottom of the panel behind the rear seat. Interior trim and upholstery is burr walnut and blue leather and carpet.

I have made enquiries all over the world and am struggling to find another of this model. I know of one in Australia which is similar, but not identical. That owner knows of two in the UK. I'm also aware of a few (couple) of later Series II models in NZ but I believe they had significantly different bodies and mechanicals.

So if there is anyone out there who has or knows of another pre-series Morris 25/6, I'd love to hear from them.

John Gibbs

57 Grace Crescent, Taupo,

Phone 07-378 4241 a/h,

Mobile 021-380 726

Email jgibbs@xtra.co.nz.

## Dear Sir

Re photograph inside cover issue 272. The photo shows vehicles in the Octagon, Dunedin 1962 at the commencement of the Dunedin-Brighton Run 1962. Photo dated 25 January 1962

From left to right the riders were:

Phil Hancock, Dunedin, Minerva

Neil McMillan vehicle unknown

Russell Cross, Timaru,

Bill Piddington, Timaru, AJS

Dave Goodman, Timaru, Douglas

Barry Barnes, Invercargill, BSA

Graeme Johnson, Dunedin, Triumph  
Colin Winter, Dunedin, 1914 Triumph  
(belonged to Dunedin member Stuart  
Johnson). Photo from Evening Star  
Graeme Johnson, Dunedin,

**Dear Sir**

The Vintage Minor Register believes that an economy run from Auckland to Wellington was made by a female driver in an overhead cam Morris Minor most probably in 1929 or early 1930. The register is seeking details of this run (if indeed it was made). So far a search of the *Freelance* and *Auckland Weekly* for 1929 and 1930 has not revealed any news item on such a run. If any reader has information on the participant(s) the date(s) and where any account or photographs can be sourced the Register would be most grateful. The writer can be contacted at 1 Belmont Lane, Musselburgh, Dunedin, telephone 03 455 3748 or by email to [aldoc@xtra.co.nz](mailto:aldoc@xtra.co.nz).

Alex Dempster

# Celebrating 100 Years of Austin

The aura of gloom that hangs over MG-Rover's recently closed Longbridge plant can't take the gloss away from the Centennial celebrations for the old Austin Company, founded on that same site in November 1905.

As you read this the UK "Federation of Austin Clubs" is making final preparations for a four-day extravaganza, including a display of historic Austins and a Grand Parade through the centre of Birmingham. A black-tie dinner will be attended by motoring celebrities and by Austin enthusiasts from far and wide, including New Zealand.

For over sixty years marque Austin enjoyed a loyal following here, and next January New Zealand's principal Austin enthusiasts clubs, the Vintage Austin Register and "Flying A" will be marking the old Company's centennial with an "end-to-end" tour from Bluff to Cape Reinga.

To enable as many VCC members as possible to take part, the AUSTIN CENTENNIAL TOUR has been timed to start at Bluff on Sunday, 28th January, on the end of the Club's Diamond Jubilee Rally.

Any Austin-badged vehicle will be eligible to undertake either the entire fifteen-day Tour to Cape Reinga, opt for the North or South Island or simply join in for a day. *Details and Entry forms are available from Will and Ruby Holmes, 15 Jellicoe Street, Greytown. Phone 06 304 9397, email: [holmes.wandr@xtra.co.nz](mailto:holmes.wandr@xtra.co.nz). Entries close at the end of August.*



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## NOTICE OF MOTION



The Notice of Motion which was sent to branches in April, notifying an intention to change Section 3 of the Constitution dealing with Historic Vehicle categories and eligibility, is withdrawn and will not be subject to a postal ballot this year.

The reason for the notice being withdrawn is that there is an error in the notice promulgated and this cannot be changed now under our rules.

The notice read "Delete Objects 3 and replace with the following:" It should have

read "Delete Objects 3.1 and replace with the following:"

I sincerely apologise to members for this omission which would have removed the remainder of the "Objects of the Club" if passed. Being mindful of past difficulties it was thought best to withdraw this now before it went out for voting. In the meantime the Constitution remains unaltered. The correct motion can be submitted for voting in 2006.

John Coomber  
*Proposer*

# The John L Goddard Trophy

*achievement*

Members of the Vintage Car Club of New Zealand are invited to nominate a recipient for this annual award, **any member they feel who has made some significant achievement**. It may be a particularly significant restoration, a memorable motoring journey or an important historical article or series of articles published in *Beaded Wheels*; or some special service to the Club.

Nominations for the Award should be forwarded to:

**John L Goddard Award**  
Vintage Car Club of New Zealand (Inc)  
PO Box 2546, Christchurch

Nominations close 30 June 2005



# THE WAY WE WERE

As compiled by Grant Hitchings



Mollie

Grant Hitchings recently ventured into heartland North Canterbury. There he chatted to early VCC member Mollie Anderson whose significant contribution to the Club was recognised in 1996. Grant discovered that Mollie's enthusiasm is not limited solely to the Vintage Car movement.

I first met Mollie Anderson at a function to support the VCC project "Reaching The Majority". This is a scheme to transfer film relating to early motoring history on to video tape records for the VCC Archive.

Apart from being a life member of our organisation and the wife of Andrew Anderson, one of our founding members, I knew little about Mollie. As a result of our time together I found her articulate, eclectic (always wanted to use that word), knowledgeable and definitely enthusiastic for things that interested her, presently waste management and the environment. She also appeared to me to possess much charm and charisma. Unfortunately our time that day was limited and our conversation barely touched on matter relating to her historic association with the VCC. To remedy this, a few weeks later Archivist Betty Wallace, myself and our spouses visited her and husband Andrew at their

farm in North Canterbury. It was most rewarding and we came away knowing much more about Mollie and the Vintage Car Club.

## The History

Mollie was born in Dunedin and lived her very early life in South Otago, the family moving back to Dunedin at the outbreak of World War II. After graduating from the Teachers Training College in 1950 she taught briefly at a school in North Canterbury before teaching in Christchurch.

Mollie's involvement with the Vintage car movement began during a Christmas holiday with female friends in Nelson. It seems a group of young fellows, (members of the VCC) were also holidaying and travelling around in a rather tatty Rugby car. To the girls, who were hitchhiking, the advent of a vehicle on the horizon and amusing companionship improved their holiday programme dramatically (even if it did mean riding in a dickey seat.)

One of the males in the group was Andrew Anderson and later he and Mollie announced their engagement.

They were married in the English town of Leigh near Reigate in 1953 and as well as gaining membership of an influential pioneering Canterbury family in Christchurch, Mollie also gained a share in an assemblage of antiquated motor cars. Their honeymoon was spent travelling around the Continent in a 12/50 Alvis which "hooked" Mollie on the joys of Vintage motoring. She commented that she was surprised how, at this time eight years since the end of the war, Europe seemed relatively prosperous compared with England which, in spite of celebrating Coronation Year, seemed so austere and drab. It raised the question of who had actually won WWII?

Then it was a tour of the British Isles in an ex-Edinburgh Rolls-Royce 20hp taxi accompanied by friends to help defray costs. A Landaulette, the car had no rear window which made it illegal but with typical Kiwi ingenuity the pair draped a New Zealand flag over the area concerned thus masking the omission and keeping the authorities at bay. (Landaulette is one of those classy cars with the folding roof that royalty and other statespersons like to travel in on state occasions.)

On their return to Christchurch in October 1953 Andrew was elected to the Steering Committee of the Club, his enthusiasm and energy needed to breath new life into the VCC after the club had languished and then gone into recess earlier.

Over the following years Mollie as Vice Club Captain, and Andrew as Secretary and later President, took an active part in Club activities both in the organisation and competitive sides including a major contribution to the organisation and running of the first Southern Hemisphere International Rally, "1965 Haast International".

## The Information Highway

When the club went into recess it was decided to produce a periodic newsletter to keep members in touch with each other and with any developments affecting them. Called *Guff Sheet* the first two copies were edited by Dave Barker, then Andrew Anderson took over the task until Mollie volunteered to produce it on a regular basis. To cater for the numbers required, the Club purchased a very old Gestetner duplicator (The model definitely Club Eligible.) After experiencing one of these in my early years of work I can sympathize with her and appreciate how much work and frustration would have been involved in producing each issue of *Guff Sheet*.

March 1955 heralded the first issue of *Beaded Wheels* although not quite as we know it. Mollie accepted the job of editing the magazine and set about the task with her usual enthusiasm. It was still produced via duplicator and comprised 32 pages. Content encouraged the expansion to 64 pages until December 1956 issue No 8 when the first letter-press issue rolled off the machines, the contents being able to be compressed into a mere 30 pages – a very professional publication.

This remained a one-woman voluntary job although Mollie had assistant editors helping from around the country. In 1969 Mollie felt it was time to introduce new blood into the magazine and handed over her editorial duties to an elected committee.

## The 50 Year Anniversary Book

In 1996 the VCC celebrated its 50th anniversary and in connection with this published a book giving an account of its history to that date. The idea of the book was really due to Clynt Inns, the director of the 50th Anniversary Rally, who saw the Club as the Guardian of an important slice of New Zealand history and the book as a fitting tribute to the Club membership.

Mollie was appointed Editor and helped by a carefully chosen book committee threw herself into the required role regardless of the hours required and the amount of detail that seemed at times endless. This included the inspection and review of VCC National Office and Branch

records as well as extensive consultation with Branch personnel and others. The compilation of the book took two years and was a splendid team effort.

### The Goddard Trophy

Mollie was the recipient of the prestigious John L Goddard Trophy at the Vintage Car Club Annual meeting in 1996, principally for her efforts as Editor of the anniversary book, and I include here extracts from her acceptance speech.

"Working for nearly two years on the manuscript gave me many contemplative moments of nostalgic reflection, how and why the Club began? Why it so successfully recaptured the spirit of an age of individuality, and proceeded to develop and grow, demolishing many political obstacles encountered in the way, to become a body with substantial influence in the area of elderly vehicles.

The Club is a wonderfully unified organisation to which we all belong, but we cannot in this age of political and cultural conformity risk losing our individuality. Insensitivity to the success the Club enjoys can be destructive. To destroy is cheap and easy. The passion we hold for our sport and hobby is enduring. Let it be the catalyst which promotes our expertise through all aspects of our motoring.

We need to make use of our influence. We need to encourage youth into the organisation by ease of participation and acquisition of vehicles. By so doing, we pass with confidence to another generation our knowledge and the wisdom of our experience. Now is the time to contemplate these issues."

### The Recycling Project

Today Mollie and husband Andrew live approximately five miles from Amberley which is the main township servicing rural North Canterbury, home to the offices of the Hurunui District Council and a statue of Charles Upham, the WWII double VC winner. The population served by the County Offices is about 10,500 while the town itself accommodates some 1200 people.

One day in the mid 1980s Mollie delivered a trailer-load of rubbish to the Council tip and was intrigued to find a few scavengers sorting through the waste and salvaging useful items. This was the first inkling she had that there may be value in some of the deposited waste.

Then in 1991 the Country was faced with closing its rubbish dump and as this would entail an extra 20 mile journey to an alternative site it decided to launch a scheme to lessen the volume of its waste collection to economise on costs. At this

time Mollie was Secretary of the Amberley District Residents Association and from this was formed a Recycling Committee to organise and run a scheme to salvage and recycle as much of the county's waste as was possible. Mollie was soon heavily involved in this project and with other committee members and volunteers initially spending their Saturdays accepting and sorting donated items such as paper, cardboard, some plastics and aluminium cans. The costs involved in this operation were covered by revenue collected from the recyclables marketed.

Mollie soon realised that the local population would need re-educating if the

**"The passion we hold for our sport and hobby is enduring. Let it be the catalyst which promotes our expertise through all aspects of our motoring."**

scheme was to succeed so one of her first tasks was to write a series of children's stories to get the young folk to support it. The books feature a hare and a hedgehog resident at a rubbish dump and have been well illustrated by a very enthusiastic VCC member, Ted Loversidge.

There have been other ways that the recycling message has been pushed as well and these days the scheme is working successfully and growing. It is centred at a very large site in Amberley and presently employs 16 staff members helped by a team of 5-10 volunteers at any given period. For waste collection it operates three large trucks. Mollie estimates that 55% of waste from the Hurunui district is now recovered and is planning to collect putrescibles (food waste) to operate a worm farm in the district to further lessen waste.

A large part of Mollie's time is spent preaching the gospel of recycling within the corridors of power locally and nationally and working with other groups throughout New Zealand. While other local authorities have similar operations in place, the Amberley project is special in having a relatively large number of unpaid volunteers managing the project, and also a much wider product and service range than others.

### Conclusion

Mollie was awarded Life Membership of the Vintage Car Club of New Zealand in 1972.

I was interested to know if any of her siblings shared an interest in the old car movement. Evidently in the early days her

brother Gordon Sharpe of Otago Branch was "influenced" by husband Andrew and joined and I noticed in *Beaded Wheels* issue 272 that he has been awarded his 50 year membership badge.

As well as compiling the 50th Anniversary Book, Mollie has written other publications as well. Some have Club vehicles as subject material while others are meant for children. She is at present completing material on Resource Recovery for a further publication.

Along with keeping abreast with developments in the Vintage Car Club, Mollie and Andrew farm their 80 acre property as well as tending a large garden and a collection of animals.

Mollie remains the Secretary of the Residents Association and is the appointed Director of the Amberley Recycling Company. She has also membership of the Trees for Canterbury and Sustainable Cities Trust and is Director of the Off Road Vehicle Company and its subsidiary. She is also a strong zero-waste campaigner. At the conclusion of our meeting I felt compelled to enquire as to how Mollie occupied her spare time, but for some reason that escapes me now, I didn't.

bw

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# Last of the Summer Wine

*A group of Bay of Plenty enthusiasts enjoy the view over Lake Waikaremoana.*

*Photos Paul Beck, Derek Winterbottom*

Motoring through wild horse country what better way to enjoy those late summer days – Derek Winterbottom and Aileen Middleton report on what has become an annual event on the Bay of Plenty Branch calendar.

**2004**

*Text Derek Winterbottom*

The 2004 tour was through the Urewera National Park. Our group motored through interesting countryside, past the Matahina Hydro Dam to Galatea where we took on board refreshments to prepare for the demands of State Highway 38 through the National Park. The road is only partly sealed, dusty and winding so our speeds were kept to reasonable limits which was just as well as attention had to be maintained to watch out for the number of loose and probably wild horses we met. Fortunately the drivers were forewarned of their whereabouts by the ample evidence they left on the roadside. A short stop at Ruatahuna was made to re-group and get our breath back for the second leg. This is a great road, going both up and down and round and round with virgin bush pressing in from both sides and above the road forming a tunnel to drive through. Considering the isolated location the road is in reasonable condition and, with so little traffic, makes for real Vintage motoring. Eventually we came to Lake Waikaremoana, an isolated and most beautiful lake which was formed

many years ago possibly by an earthquake which cut off the steep valley of the Waikaretaheki River.

The final leg home was through the Waioeka Gorge via Matawai where some of the group deviated to traverse the famed Motu Road. They reported the Motu as wonderful low gear motoring with natural bush and unfamiliar bird song.

Meticulous planning by our leader ensured that both parties arrived at the lunch stop at Opotiki from opposite directions within seconds of each other.

A great weekend enjoyed by all.

**2005**

*Text Aileen Middleton*

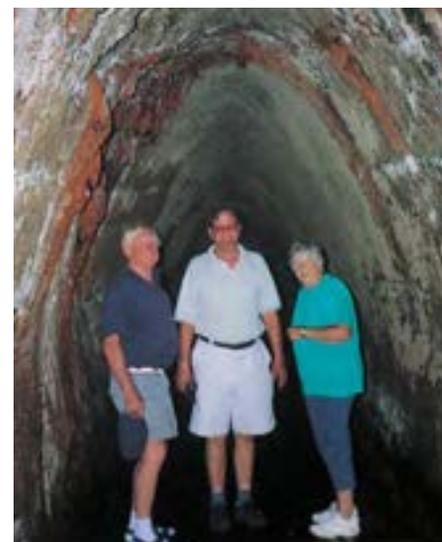
The last days of summer this year were celebrated with a revisit of Mokau (North Taranaki) and the historical River Cruise.

On 11 March six cars, mainly MGs, met at Barkes Corner Tauranga and were briefed on the route and, most importantly, the morning tea stop.

Rotorua was a short trip away now that the Pyes Pa Road has been upgraded and the first stop was Whakamaru where the excellent Italian Café serves great coffee. Also worth a mention for other prospect-



*"Skipper" Grout and "crew" Pauline of the MV Cygnet, Mokau River.*



*Derek, Paul and Rita in the Waikawau Beach tunnel, the Heritage trail formed to give access to the beach - the stock route in 1911.*



All lined up ready to motor out to Mokau, taken outside one of the "forgotten" stores in the forgotten part of the Central North Island.



Lunch al fresco on the steps of the Memorial Hall, Ohura.

ive travellers as a comfort stop with clean toilets and wash rooms.

We continued along the State Highway through Bennydale to Ohura which is in the centre of the forgotten world of the central North Island. The General Store is very like Arkwright's, a bit of everything and open all hours. The locals were busy sprucing up the main street for a Saturday Market Day, the first for 23 years. Some of our people jumped the gun and among purchases made was an MG book.

The route was interesting, beautiful bush clad hills, sparkling streams and flatter areas where sheep and cattle farming predominated.

After a very lonely stretch of road we turned on to State Highway 3 and met streams of traffic moving south, this was most disconcerting after having the road to ourselves for the last 140kms. The Tasman Sea came into view and we arrived at Mokau, our first night's stop. Down the street to the River Run Café, whitebait, yes whitebait on the menu.

Saturday and down to the wharf to board the historical launch the MV *Cygnets* for our Mokau river trip. In early days the river served as a highway to the farms, coal mines, sawmills and lime kilns along the banks. This vessel was a stalwart in the busy times. On the outward trip the vessel carried stock, farm supplies, medical requisites, mail and household goods and on the return the following day would collect cream from the dairy farms for the factory near the river mouth.

Today whitebaiting is more important judging by the number of registered stands along the banks. A scenic trip thoroughly enjoyed by all.

On the road again. Our first stop was Awakino for fuel and then a short deviation to view the tunnel at Waikawau Beach. In 1911 the road ended by this beach and a tunnel had to be formed to get the stock from Nukuhakare Station to the road. The tunnel was built by three men of the Public Works Dept using only picks and shovels and was just wide enough for the largest horned beast and

high enough to take a tall horseman. Back on the main road and on to a viewing spot overlooking the settlement of Marokopa, a breathtaking view of the village and neighbouring coastline.

We now encountered people of all ages, running walking or biking along the road, on a charity run, the "Beach to Bar," the Bar being at the Te Anka Tavern. We joined the crowd for a quick drink and to enjoy the experience. Our next diversion was the Marokopa Falls, an impressive sight and well worth the 10 minute walk through the bush. On the road again, more scenic bush and the vast waters of the Kawhia Harbour appeared as we were approaching Kawhia, our second night's rendezvous.

Sunday and homeward bound with the first stop in Pirongia, morning tea conveniently alongside a craft shop.

Our party broke up at this stage to return home by different routes.

Congratulations to the organisers for a super weekend.

bw

## whatever happened to...

This photo of Benges Garage, Princes Street Upper Hutt, was taken in May 1962. The damaged truck is the Campbell's Sawmills Upper Hutt Leyland Comet Logging truck which went over the bank coming out from bush behind Paraparaumu. The tow wagon was a 1944 Chevrolet which served very well for nearly 30 years. In the background is the 1955 Ford E shop van. The business was started by Len Benge in 1934. Son, Ivan Benge a long time Wellington branch member and now a Horowhenua member worked here for 38 years and took over when Len retired. His grandson (also a Wellington member) presently working in New York took over the business until it was closed down in 1990.

Supplied by Ivan Benge and Rob Knight





Rally entrants outside an historic winery building.

## Central Otago VCC Moped Rally

Text Mel Tapp Photos Jim Beeby

Mopeds are gaining in popularity in our neck of the woods, so it was no surprise that over half of the entries in the Central Otago Rally, on Sunday 20 March were from the South Otago Branch, 11 out of the 21. As we left home in light rain we hoped for a touch of Central sunshine and we were not disappointed. It was lovely to unload the trailers and enjoy morning tea and briefing in sunshine. In a cloud of blue smoke and sounding like a swarm of angry bees we were away. Across a couple of paddocks and on to a private road, then back to Earnsclough Road on to the picnic area and power station at Frasers Dam.

We then headed up to the Clyde Dam to another lovely area for a break before returning to the starting point for field tests, quiz and a great lunch. During the afternoon we rode to Clyde for a tour and on to a historic area and winery before ending at the Post Office Bar and Café for prizegiving and noggin and natter.

As we loaded up for the trip home everyone was talking about what a great day it had been, so leisurely and not too far. We were well looked after by John and his helpers. Thank you Central Otago. bw



John Rutherford, 1919 Hobart (gold tank); Mel Tapp, Smith Moto Wheel 1917 making adjustments en route.

Taking part were 1 Smith, 4 Puch, 3 Suzuki, 2 Yamaha, 1 Cresent, 1 Solex, 1 H.M.W., 1 D.K.W., 1 Gadabout, 3 Zundapp, 1 Sparta, 1 Motobecane.

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RANGIORA, NORTH CANTERBURY

# RSA–Waitangi Day Run

Text and photos Jeff Rogers

After a cool start with some morning rain the day improved and we all enjoyed pleasant hot and sunny weather.

Although this was the first Vintage vehicle run organised by the Rangiora RSA and there were many other events on the same weekend we had an excellent turn out of 49 vehicles, with a good mix of cars, tractors and motorcycles.

We had 14 tractors ranging from a 1938 International F20 to a 1956 David Brown 25, and also a 1950 Lanz Bulldog that was sitting in the car park happily rocking away as it idled. At the lunch stop it also kept many onlookers engrossed as it fired up in reverse and refused to start up in the correct rotation, oh the fun of owning a Lanz Bulldog! There was an interesting line up of cars ranging from a 1923 Fiat through to a 1974 Valiant with a good mix of years from the 20s, 30s, 40s, and 50s including a 1973 V12 E type Jaguar. Also motorcycles from a 1955 Ariel and AJS to mid 70s Triumphs.

There was a choice of two road routes, long at 100 miles and short at 60 miles with a 40 mile afternoon run from the combined



lunch stop at Loburn Domain. The long run took us to Kaiapoi then to Greta Valley, Scargill, Waikari, Waipara, Amberley, then the back roads to Loburn Domain. The short run took in many left and right turns through the back and beyond of Rangiora, Ohoka, and Cust. As for the tractors they arranged a very interesting route up the Ashley and Okuku rivers and an equally interesting route back to the RSA via yet another river.

Though the run was advertised as bring your own lunch, the Rangiora Pottery Group put on a fine spread of cakes and biscuits with tea and coffee as a fundraiser at the lunch stop, with a very nice iced cake raffle up for grabs, won by Peter and Heather McGowen.

We were all back at the RSA by 16:00 where we took over the main carpark and enjoyed a free sausage sizzle, followed by a free 10 prize meat raffle that was drawn on the entry ticket. Unfortunately some entrants had gone home by 16:45 so we had to just keep drawing out numbers until they were all taken. So folks it pays to stay to the end.

Thank-you to all that attended the rally and I trust that you all had a very enjoyable time, and thank-you to all the helpers who put in many hours of free work to make this rally a successful day. All after-run profits are to go to the Rangiora RSA welfare fund.

We look forward to seeing you all next year. 





## Cucumber Sandwich Time

Article and photos Shaaran Price

*It was all lace tablecloths, silver and china at the Auckland Branch Posh Picnic.*

It was time to get those boaters, braces, furs and feathers out of the wardrobe, polish the silver, make the cucumber sandwiches and head out West for the start of the Auckland Veteran and Vintage Car Club's Posh Picnic. A bright sunny morning started the day off nicely.

While preparing the butterfly cakes, a phone call advised that there was a 'road closed - follow detour' sign on the route. Half an hour before the start the butterfly cakes were pushed aside and the computer lit up to print supplementary instructions. The rally started at Fall's Hotel in Henderson where some of the entrants sampled cappuccino and muffins before beginning.

Turning left from the car park entrants were soon out of the city on to scenic West Auckland country roads. Some great views of the city were seen over the tree tops. After travelling through Henderson Valley, Swanson and Waitakere the route headed for Massey and West Harbour where magnificent views of the West Harbour Marina and the glistening Waitemata Harbour were visible - a perfect picture enhanced by the bright sunny day.

We were indeed fortunate to be able to end our rally at the home of the Koenens at Hobsonville where the area around the lake was soon transformed into a 20s and 30s scene. Up went the tables and chairs, out came the lace table cloths, china and silver. With water lilies and carp inches away we were soon relaxing over cucumber sandwiches, cakes and tea in the shade of the weeping willows - what better way to spend the afternoon. bw

*The Ballantynes make the most of the surroundings.*



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## BEHIND THE WHEEL



# 1939 BENTLEY 4.25 LITRE OVERDRIVE SALOON

Text and photos Scott Thomson

This car doesn't mess around ...

Let me do the same and come straight out that B 142 MR represents the ultimate Derby Bentley. It is the nicest driving pre-war Rolls-Royce product I have ever been lucky enough to handle - courtesy of David and Adele Cohen, the very trusting owners and participants in the 2004 Rolls Centennial Tour.

For the uninitiated, this is a 'Rolls Bentley' or, as is more fashionable these days, a 'Derby Bentley'.

Built at Derby after the acquisition of the original Bentley company, it might also be called a 'Royce Bentley'. The engine is a mildly reworked version of the smaller Rolls, while the chassis followed a still smaller experimental car (code name Peregrine). Both engine and chassis were directly from the pen and design team of Sir Henry Royce. All the Derby factory did was to rearrange the components, so the first Derby Bentley can make a fair claim to be the last Royce car.

The Derbys are also Bentleys, a breed of their own, not simply a Rolls with a round radiator. The first Derby Bentleys (3.5 litres) did everything the earlier Bentleys of similar capacity had done, and, according to historian Andrew Frankel, felt a full 20 years newer in concept.

### COMPROMISE

By accident or design the maximum speed and acceleration of the Derby Bentley was virtually identical to the Rolls Phantom, and a thousand pounds cheaper.

Trouble started right there. Quality was just as good so people preferred the smaller, handier car. But they also wanted their coachbuilders to work in all the nice luxury extras from the dear old Phantom. Up went the weight. Rolls enlarged the Bentley engine to 4.25 litres, which gave acceleration comparable with the new Phantom III. Both were comparatively low geared and a switch in bearing material gave some trouble before the cause was identified and duly solved.

Partly to provide lower revs for motorway cruising in Europe, and partly to restore customer confidence, an overdrive top was added in 1938, the other three ratios being raised. The overweight problem didn't go away. Contemporary road tests quote a 1934 car at 30 cwt, a 1936 was 33.5, and the 1939 overdrive version a full 36 cwt.

### NO COMPROMISE

Enter Captain R.G. McLeod, an Australian engineer, who saw what was happening to Bentleys and knew what he wanted. Among coachbuilders, H.J. Mulliner were more than usually inclined to listen to sense and carried out the



Top left: Hand Controls.  
Top right: Rev counter at right, then starter, master and light switches in circular group above wiper and fog light controls. Fuel pump switches further left.  
Main and above: Lightweight Bentley.

Captain's wishes. He liked his Bentley (B 171 LE) so much that he transferred the body to our test car, chassis B 142 MR, in 1939. It weighs just 31 cwt, the same, incidentally as a very different looking sister car, the Embiricos streamliner.

Walking up to the car you can tell it's light. It looks light on its feet. There is no overhang. Mudguards are minimal, as in the mid twenties. The headlights are a mean looking Marchal hooded type with much less frontal area than the classic wide-eyed Lucas P100s. The little side lights look like tiny salt-cellars. McLeod machined them himself so the bulbs could be mounted vertically. He had a theory they lasted much better that way.

The spare wheel is tucked away behind a tank that holds 32 gallons. It has twin fillers, and at 18 mpg offers a 576 mile range, full to dry – say Invercargill to Picton? The standard tank held 18 gallons.

Nobody could call it streamlined, but the frontal area is kept to an absolute minimum. I must admit that from photos I thought it looked plain and rather odd. In real life it has loads of character and functional charm – a very attractive car indeed.

## BEHIND THE WHEEL

Sliding behind the wheel from the passenger's side, I was immediately impressed by the visibility. There is none of the sensation of peering through the slit of a post box, so common in saloons of the period. The screen pillars are outstandingly slim. Captain McLeod wanted to create a saloon with the light airy feel of a true open car. He achieved this, the effect being enhanced by a semicircular skylight.

Nominally a two door four seater, either one or both rear seat squabs can be detached, and for the New Zealand tour, the Cohens used the back solely for luggage. Though rather cramped, the back would still offer excellent views. The large flat rear window is a great asset when backing - very different from the 1930s blind behind.

Pedal arrangement is conventional with the centralised chassis lubrication well to the left. The right hand gear change is the customary delight, synchromesh being available into third (the direct ratio) and the overdrive top which occupies the normal top gear position, as on earlier cars.

The panel is mostly standard, the big rev counter – red lined at 4,500 – on the right. The car has twin fuel pumps with a switch to test them separately, aircraft style. The horn is in the centre of the steering wheel, surrounded by four little finger levers. Working round clockwise these give mixture control, ignition advance/retard, ride control and a hand throttle – plenty to play with.

## ROAD IMPRESSIONS

My first overdrive Bentley felt entirely normal. Lower ratios have been raised. Almost 40mph is possible in low, just on 60 in second and not far short of 90 in direct third. Maximum power is developed at around 3,800rpm with a comfortable highway cruise at 3,500rpm, about 80mph.

Naturally I explored nothing like this potential, changing into (overdrive) top at between 30 and 40mph. Both third and top are perfectly adequate for slow country driving. I did not detect a lot of difference

between them for casual use, which underlines the development path of the 4.25 litre - significant increases in torque rather than small gains in horsepower. That said, third does put a push into things, though in my all too brief drive it was raining and restraint was needed.

Don't believe that the old WO Bentley cars were the sporting ones, and the Derby cousins stodgy. The car steers nicely with just the right amount of road feel. It's nimble – the turning circle averages at 40' compared with 45' for a Le Mans three litre with 9'9<sup>1</sup>/<sub>2</sub>" wheelbase or 48' plus for an old four and a half. I was particularly impressed with the way the conventional beam axle layout coped with bumps, the totally standard shock absorbers being supple yet firm. Body sway is minimal. The servo brakes are outstanding.

## CAMOUFLAGE

The Captain had only a few months of peace to enjoy his car, but his work with the Ministry of Aircraft Production kept the Bentley on the road during the war. Never a man for half measures, he painted the whole car (including brightwork) in a personally designed camouflage scheme.

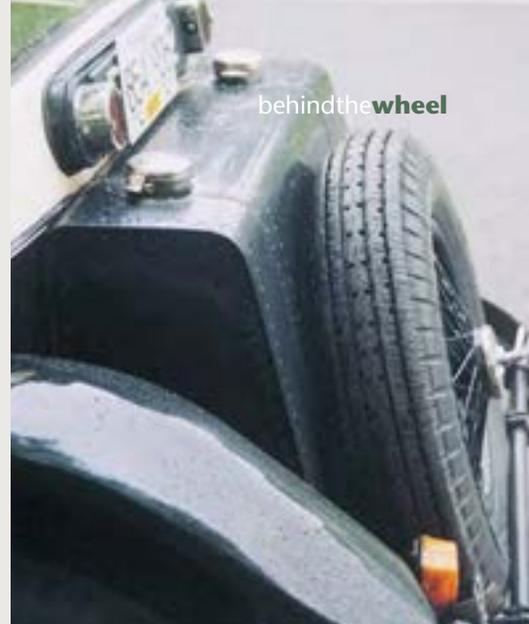
A new chapter in the life of B 142 MR opened with acquisition by Eric Forrest-Greene, Rolls-Royce representative in Argentina. Though never intended for racing, the Bentley's reliability and good general performance enabled it to participate with credit in sports car races in Argentina and Uruguay, including the international meeting in 1951. When Forrest-Greene was tragically killed racing another car, the Bentley passed to a South American owner, before moving north to Washington.

It now resides in Canada. A discerning motorist, David Cohen has attended many old car rallies in his 2.9 litre Alfa Romeo - the car that won the initial Watkins Glen Grand Prix in 1948. He now uses the Bentley most times.

"I can hear myself think and in fact it is very little slower." He races a 1926 straight eight Talbot Darracq and is currently restoring a rare thirties Peugeot

## HOW FAST ?

B 142 MR has a standard engine. Its performance is due to light weight and good weight distribution within the parameters of the basic chassis design. McLeod stated that he had seen an indicated 97mph several times, which corresponds to the figures observed by contemporary road tests and probably equates to the ballpark top speed of around 92mph for an overdrive saloon. Based on the weight, I would estimate a 0-60 mph time of around 14 seconds and an overdrive top 30 -50 of just under ten..



From top: Serious fuel tank.

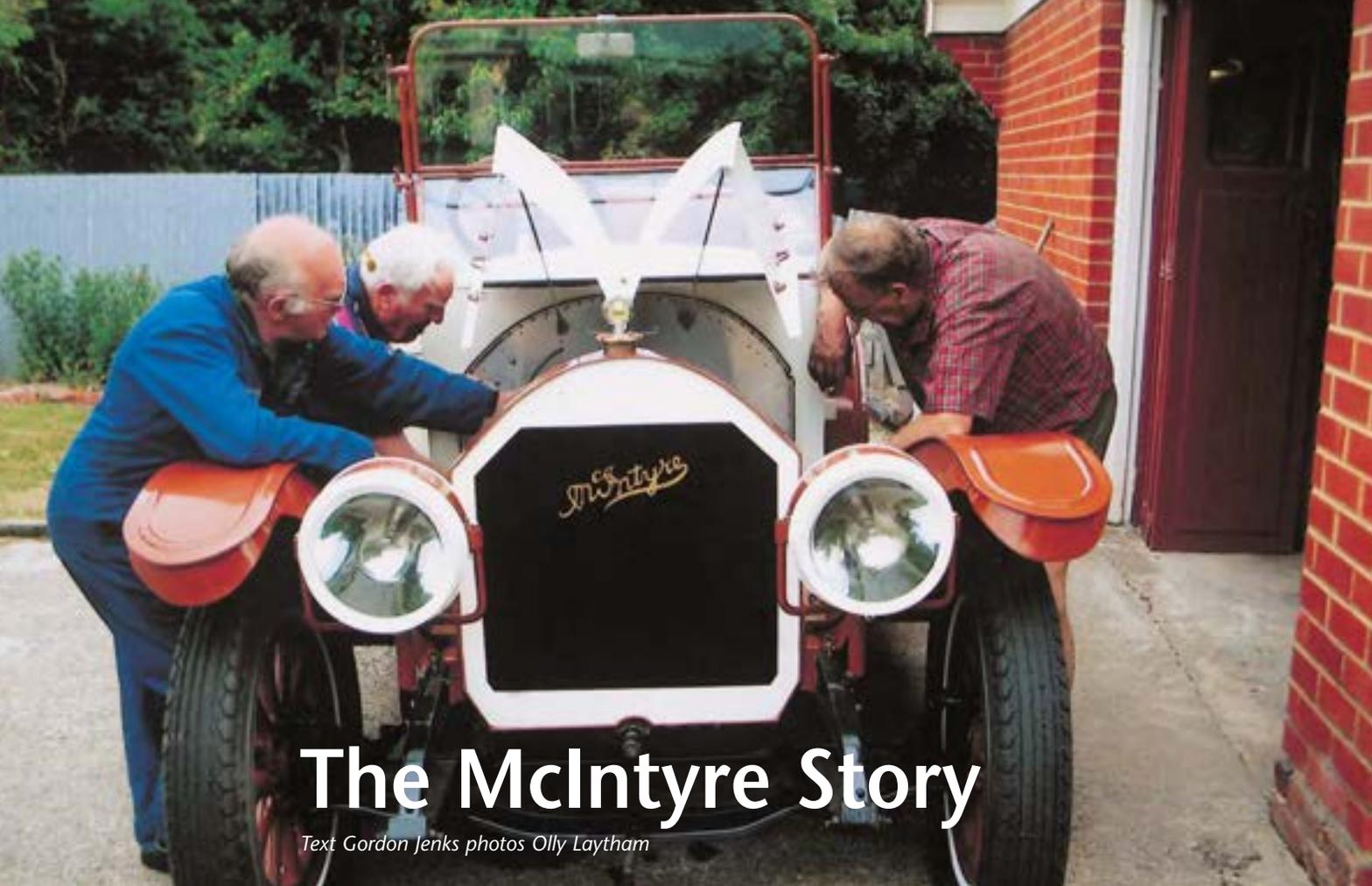
Next: Room with a view. The lightweight saloon has an open car feel.

Lower: McLeod's vertical side light.

It is therefore somewhat slower in top speed than the V12 Lagonda that so much exercised Bentley Motors' thought in 1939. I would rate B 142 MR as equal or superior in acceleration to the Lagonda, and a handier and better handling car.

In fact a real silent sports car.

bw



# The McIntyre Story

*Text Gordon Jenks photos Olly Laytham*

*Three heads are better than one! Sandy Long, Jack Mowat, Gordon Jenks.*

The McIntyre story began when a Dr. Patterson brought the car to Dunedin in 1913 from Auburn, Indiana. It was sold on to Stewart's Garage in Middlemarch in the early 20s, where it was used as a taxi. In the mid 20s Stewart moved further inland to Otarehua and set up another garage (now Beckers Transport) and the McIntyre went with him. As was the custom in those days it was trucked, and carted coal and gravel around the district until 1932 when it apparently broke down and was dumped behind the garage, having ended its useful life, and there it stayed, being stripped of useful parts and becoming derelict. In 1961 Olly Laytham, a school teacher in the Ida Valley, came upon this 'treasure' and with some difficulty (it had no front axle or springs) and with the aid of a tractor, took it home with visions of later restoration. As Olly moved from school to school the McIntyre was put into storage on a relative's farm in Hokonui, where apparently the motor was stripped and 'reconditioned' at the local borstal in Invercargill. He was told not to turn the motor over as it had been packed in grease to protect it, and this advice was carried out until I bought it from him in 1997. I parked it up and covered it, until I could eventually start restoring this 'beast'.

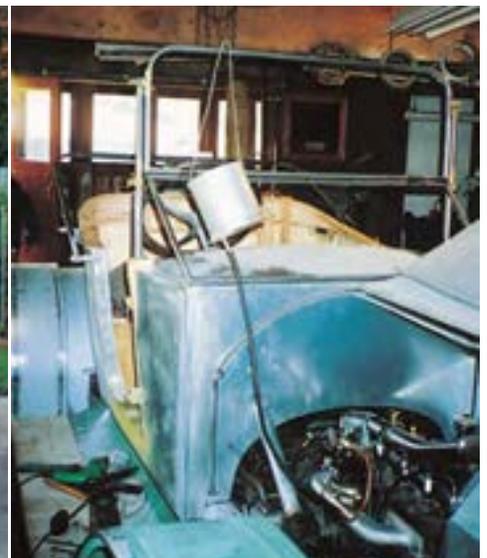
In 2000 I decided to pull the motor out and see if in fact the vehicle was worth restoring. With great difficulty I managed to remove the motor, it was so heavy, being all cast iron, and before I could get into the workshop, blew the oil seals on the motor lifter. However I eventually managed to get it inside, and with itching fingers started to dismantle it. It was quite intriguing when removing the sump to find no trace of grease? Delving further into its innards, and removing the crankshaft, to

I eventually managed to get it inside, and with itching fingers started to dismantle it ... It was quite intriguing when removing the sump to find no trace of grease

find the only grease present was around the pistons, which was fine, but they had no rings. It was also minus six valves and springs, certainly wasn't going far like that. With the advice from my little guru mate, Sandy Long, it was decided to have a go, so off to Page's reconditioning for Page's comment. "No real problem if we can get the parts". So new pistons \$120.00 ea, six of, almost as much as I paid for the car. Not good! I did a bit of checking around and found that, because it had to be sleeved anyway, Datsun 180B would

fit the bill. Perhaps it should be noted here I am not a purist, and odd parts, if suitable and would make her go, and were quite acceptable to me, so forget any criticism thank you. Valves were next, and Nissan diesel valves fitted perfectly, Hillman Hunter valve springs were the right size and tension. The crankshaft and mains were in perfect order, leaving only the big ends, which Jimmy Close white metalled and turned. I thought we were all there, but no, because the centre main is so long, the conrods actually are offset, which meant milling the pistons at the gudgeons to line the rods up to run true. A nice gentleman who restores Volkswagens (no accounting for some people's taste) jiggled up and did the job no problem!

The motor was duly assembled at Page's, and I was allowed to take it home, problem was it was lifted onto the ute with a fork lift, and for me to get it off with the motor lifter took some doing considering that the seals, which had been replaced, once again started to leak with the weight. Still it managed and with the motor sitting in a temporary frame I was like a kid with a new toy. But the fun was only starting. You see I had no manifold or carb. So into Dykes, and found the inlet apertures should equate to the valve head size, so with some simple arithmetic, I worked out what was required (fingers crossed). I made a pattern and had a



*Clockwise from top left: Completely restored and road legal 1913 McIntyre 6-40. Newly made windscreen frame, December 2003. Engine shot. Debut drive (a little nervous?), on the road.*

manifold cast at Robinson and Bell, cleaned it up and it fitted like a glove and now with a carby she should go. Sandy and I fitted an old side draught Tillotson we thought would do the trick. It would cough but not fire, it must be the valve timing? Back to Dykes, eight different firing orders, so we tried them all, still with no success, Ok, put corks into plug holes and watch them pop as the motor was turned over, perfect, 142635, the same as one bank on a V12.

She was all ready to go, and did, with so much compression that it fired one of the plugs clean out of the block, never to be seen again, however she did go. With the help of Gary Young we reset the timing more precisely and this improved it 100%.

Now it may seem like a long story about the motor, but, if it was not going to work, why waste time on the rest?

The gearbox was no trouble, with new bearings and gaskets she was all done. The clutch was a bit more complicated, in fact I had to hand-make new plates, and fit new linings. That done, on to the diff, cleaning and fitting new bearings was all that was required, plus the set up, no real problems here. At last I had an almost mobile chassis, rear end good but the front axle was off a Buick and just did not fit, where the hell would you find an axle to suit the only car of its type (that we knew of) in New Zealand? I drew up the shape of axle plus spring spacings, copied off 150 pamphlets, paid the Rural Mail \$10 and

had them delivered around the Ida Valley, thinking some one must know where it was. I received three replies, all saying that they had my axle, whoopee. Two of the axles were off, I don't know what, (but I brought them home just the same.) The third one looked promising, same drop in the centre and spring spacings correct, the only problem was that it was still attached to the farmer's (Tom Arthur) work trailer. Now Tom was a nice man, and I can spin a fair line of bull, but he wasn't sure he wanted to part with it. But he did confirm the trailer had been made by Stewarts around 1940, and the axle had come off one of his many wrecks in the yard. I was running out of bull when his son arrived and listened to my sob story with interest. He told his father they could do with a new trailer, you know, something lower and more farm friendly. But Tom was still not convinced. Tom and I chatted away and the son disappeared with the tractor and gas cutting equipment, within ten minutes he returned carrying the axle in the bucket of the tractor, Tom was nonplussed, the young fellow said now we can build that trailer dad, nice and low for feeding out, and I can use it to tow my Minis to the rallies. "Who said the young of today are dumb?" I asked how much but Tom was shell shocked, "oh nothing, just bring the car up for us to see when you're finished". A quick cup of tea and I was off, before he changed his mind.

The axle fitted perfectly, (apart from the stubs which had been modified ) BUT, the hub cap was identical to one Olly had kept off the original vehicle he had picked up all those years ago. At last I felt I had the original axle, and back where it belonged. Only needed springs now. So off to Brown and Cope. Some of you will know John MacDonald, (he's from the north of Scotland, and as blunt as a toilet seat.) He thumbed through all his old dog-eared books, which came out of the Ark I think, but he could not find McIntyre. No problem to John, I told him how heavy the motor was, "yeah should need eight leaves, perhaps nine if required". With the springs home and in place, I let the jack down, nine leaves, perfect.

The stubs were the next problem, and as I pondered what I could do, I met Eddie Riddle, another oddball breed restorer (1935 Rolls-Royce), he was looking for springs for his seats. As I had just finished Sandy Long's Model A, I still had his left-over seats at home. I offered them to Eddie, just what he wanted (I knew Sandy wouldn't mind me giving away his stuff, although I didn't tell him about it straight away). I showed Eddie my problems, " I can turn you up new ones of those", (bad mistake Eddie), so while my mouth was hot I sort of mentioned, king pins and perhaps new petcocks? He was brilliant, turned up the whole lot for me, and all I had to do was stand and listen to my pedigree over

and over. With all this in place I now had a rolling chassis at last.

Now the body should not be too hard, after all, I had the front guards, bonnet, radiator and valances, but I was wrong. You see I didn't even know what a bloody McIntyre looked like. My friend Brian Walker surfed the net and came up with information from the Detroit Museum, somehow the information did not fit properly, but did include some specifications that firmed up things in my mind. It appears the wheelbase I had was 1912, but the running gear was definitely 1913. We concluded that because the car was going so far away, old and new parts were utilised, hence the wheel base. As I had one only photo of a 1912/13 roadster I felt this would suit my purposes, and it did. I built the tub with my eyeometer, new back guards made rolled and fitted and to me anyway it looked pretty close to the photo, and I was happy!

Now to finish it, some paint. As my wife had picked the colour for the upholstery, we decided, brown for the guards and off-white for the body. Some lady friends came to view progress and commented what a beautiful caramel you have on the guards, goes so well with the latte on the body, who was I to argue? The upholstery was fitted, but no roof, had to wait on the right material to arrive, I should mention here, my mate Jack Mowat, who had over the whole two year period of restoration,

supported me both with a whip and help every Wednesday, finishing off the day with support from Johnny Walker, my two most valued assistants, apart from caffeine and nicotine.

Now it was time to rumble. You must also understand we only had two days to road test this thing, Vin it, register and warrant it before the 50th Dunedin to Brighton run, so time was a little short. However out of the workshop, the clutch was so fierce it nearly threw me out of the car, still I can cope with that, and off we went. I had never driven anything like this, the steering was definitely Armstrong (obviously designed for coalminers), and as I struggled to steer it I also had to change gear, but had run out of hands, still she was moving, that had to be a plus, didn't it? Eventually I managed with deft hand and foot work to get it into second. With the pick-up in speed the steering became easier and my confidence returned, next-top, almost stalled the car, back down to second, no problem here, oh well, head for home. With the return run being down hill it shouldn't be a problem, but it was, the brakes started pouring out smoke. I slackened off the outer shoes until I had no foot brake, it still smoked. Bugger. Back home where Olly Laytham waited with his camera and Sandy Long also in residence, and time running out, I was ready to toss in the towel. "NO WAY" they all chorused, it's going to go. Removing

the rear wheels we found the brake shoes 1/16th too wide and they were grinding against the drum. Out with the grinder and fixed the problem, time for Johnny Walker, I had had enough for one day. The next day off to VINZ, with an attitude of "clear the way I'm coming through," but apart from the stupid computer not accepting a McIntyre all went well.

The big day, Dunedin to Brighton, all went well until the hill climb up the Caversham Hill, some silly ..... got in my road by going so slow, to hell with it, pull out, plant the foot in second, and she flew, frothing at the radiator at the top of the hill, like a race horse after a race. From there on it was all very sedate to Brighton. I didn't really care where I was placed, we had made it. Pretty good for an old tart of 90 who had just learned to move again.

Although most people would see this as just another restoration, I feel the Club spirit is epitomised by all the people who helped me achieve a dream, and without whom I could not have done it. Thanks to you all, and especially my wife Janet for her patience.

bw

*This restoration is a real saga especially as no spare parts were available nor were other parts vehicles available to provide even patterns. Too much credit, therefore, cannot be accorded to Gordon Jenks for his determination and mechanical ability in carrying out this more than usually difficult restoration to a successful conclusion.*

Olly Laytham

## NORTH OTAGO

# Motorcycle Rally

Text Gerald Lynch-Blosse, Photographs Jerry Wing

They came from Invercargill in the Deep South, Christchurch in the north and all points in between. They were all there, BSAs, Triumphs, Nortons, Ajays and Matchies making that lovely rumble as they arrived at the club rooms in twos and threes ready for the rally on Saturday 16 April.

It was a perfect autumn day and we had 37 riders making it the biggest show of bikes in North Otago for many a year. A sight and sound that was a pleasure to see and put a smile on my face.

The first bike was away at 10.20, and the route took riders through some beautiful countryside which drew many compliments from the riders. The lunch stop was at Burnside Homestead where the bikes made an impressive line up in the home paddock against a backdrop of trees dressed in autumn colours. Following a sumptuous

lunch the rally continued, finishing at the club rooms for afternoon tea and prize giving.

The day was an overwhelming success and the rally is now well established on the calendar of events. It has been a great pleasure to be involved.

### Results

<b>Vintage Motorcycle</b>	
John Pateman	1927 Norton
<b>PV Motorcycle</b>	
Allan Richards	1940 Indian
<b>PWV Motorcycle</b>	
Alan Lavender	1957 BSA
<b>P 60 Motorcycle</b>	
Stuart McElrea	1970 Triumph
<b>Longest Distance Travelled</b>	
John Patterson	1957 BSA
<b>Rider's Choice</b>	
Bill Veitch	1952 Moto Guzzi
<b>Hard Luck Prize</b>	
Bruce Murray	BMW



# Storking a RARITY

Text and photo by Mel Tapp.

Living deep in the Catlins area about eight miles from Owaka as a child I took a great interest in the many odd old cars in the district. Most people were fairly poor, scratching a living from the countryside by selling cream and milk to the local butter factory or the few dairy factories that made cheese. Old cars were the order of the day as odd makes could be bought cheap and kept going by the local garages owned by Joe Searle and the Brownlies with all sorts of wizardry.

I prided myself by the age of five on being able to tell every car by its make and there were many odd ones like the large Flint of a nearby farmer and others, Swift, Jewett, Chandler, Auburn, Moon, Star, to name a few. Many years later, married and living in Milton, I was provided with plenty to admire as the township was also the home to many lovely well-kept old cars.

Several had been owned since new and beautifully maintained there by owners including two elderly ladies, one with a 1933 Ford V8 coupe, the other a lovely 1936 model. Around 1966 I purchased from the estate of a gentleman a 1927 Dodge that he had owned from new with only 33,000 miles and ran just like new. I attended many rallies at Gore where we stayed with my uncle Allan, a mechanic. It was as we were talking in front of the old coal range having a whisky he told me there was once

a car down the Catlins called a Stork Kar and he had never seen or heard of another. I made some investigations but no one remembered it and no one had heard of them, so no more was done about it. Last year, some 27 years later, I decided to write to *Beaded Wheels* in search of information. I got a reply from a reader in Christchurch, he had called on a chap many years ago who had just arrived with a heap of rusting car remains and on enquiring was told it was a Stork Kar. I now knew they once existed.

Some weeks later I got a letter from Colin who was the man that got the remains from Dunroon from the original owners, the Harvey family. It turned out he was visiting and in the conversation Colin mentioned he was restoring a BSA motorcycle and was told that on his father's farm just down the road was the remains of a very old car. They went down for a look and neither knew what make it was so they went to the house of the owner who had it from new. He told them it was a Stork Kar, one of only three brought in by a garage in Oamaru in the early 1920s.

Now, on trying to contact Colin I found he was an inmate of Rolleston Prison and



Top: The only known photo of a Stork Kar. Above: The remains of the Dunroon Stork Kar in Waimate. It had been owned from new by the Harvey family. Taken approx 1969 complete with blackberry bush.

had spoken to another inmate and while talking to him noticed on the bed a *Beaded Wheels* that was open at the page my letter was on and the name Stork Kar caught his eye. I paid Colin a visit and also sent him my copy of *Beaded Wheels* and he was sure he had a photo the old man gave him when he picked it up and hoped it had not been displaced. Now on the outside, I recently called and stayed with him and he had found the photo and I sent it to a photo lab in Wellington for copying. I now have what is the only known photo of a Stork Kar in the world.

So what about this strange car that looked more like a 1928 model than 1920. Not much is known but it appears it was made by the Piedmont Company who made cars for others such as Norwalk, Bush, Birch, Lone Star. The name of the company of Stork Kar Sales Co. gives a clue as the Birch and Bush were sold by mail order and I think this was the case also with the Stork Kar. It was powered by a 4 cylinder Lycoming motor and the company only operated from 1919 to 1921. We will never know how it happened to come to NZ but my guess is the Oamaru Garage bought three by mail order in 1920. One was the car owned by the Harvey family at Dunroon, one (that my uncle had seen) belonged to someone at Long Point in the Catlins and the radiator of the third one was found in Invercargill. After all this time I was amazed to actually get a photo of the car that had once roamed the Catlins, so now the mystery is solved.

bw

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# Southland Branch 30th Anniversary Veteran Rally

*Text and photos Glenys McKenzie*

**F**ourteen cars and three motorcycles participated in the 30th Anniversary Veteran Rally held in early March 2005. In acknowledgement of this being an anniversary event the Rally departed from Feldwick Gates in Invercargill's central city to enable the public the opportunity to view a fine collection of historic motoring vehicles.

Numbers were down slightly on previous years with a number of Southland and Gore Branch members away at the 40th Anniversary of the Haast Rally.

A 40 mile timed rally route took entrants out over sealed secondary roads to Riverton which had been the destination for many of the earlier Veteran Rallies. Entrants were put through their paces in a series of field tests upon their arrival. As is usually the case in such events having a navigator proved very useful. Entrants were tested on their ability to judge the exact width of their vehicle, which proved enlightening for some. They were then required to place a golf ball in a gutter and, not being able to see its passage down the gutter, estimate the time taken and be at the end in time to catch the ball in a bucket. Allowances were made for the three gentlemen on their motorcycles. The final test required the entrants, without stopping, to burst three balloons. Some were able to manage it with a wheel, others managed it with their exhaust!

After lunch the entrants in their French motor vehicles were photographed in recognition of the heavy French Connection on this rally. Of the fourteen motor vehicle entrants seven were of French origin, two of which had participated in the very first SVCC Veteran Rally.



*Top: While Amy and Thomas Jenkins can see the ball, Raewyn Birss can only hope it arrives before the Darracq moves out of range.*

*Middle: Scott and Katrina McKenzie in the 1912 Renault: "Now where is that pesky balloon?"*

*Lower: Alex McKenzie in the 1903 De Dion: "I can see it!"*

*Bottom left: Doug and Judy Willis in their 1906 Reo: "Oops, missed!"*

*Below: The French Connection (left to right) 1906 De Dion Alex McKenzie; 1908 De Dion David and Elizabeth McIvor; 1910 Clement Bayard Colin McRae; 1910 Clement Bayard David McKenzie; 1907 Darracq Dave and Raewyn Birss; 1912 Renault, Ashley Bell; 1912 Renault, Scott and Katrina McKenzie*





Gordon Hoffman's immaculate 1919 Dodge attracted many admirers at Feldwick Gates

**Rally Results:**

**Motorcycle – Road Section**

- 1 Ian Ridd 1911 Triumph,
- 2 Ray McCulloch 1911 Abingdon King Dick

**Motorcycle – Field Section**

- 1 Ian Ridd 1911 Triumph
- 2 Ray McCulloch 1911 Abingdon King Dick

**Class One Motor Vehicles**

**Road Section**

- 1 David & Elizabeth Mclvor 1908 De Dion Bouton,
- 2 Wayne & Sharyn Nicoll 1908 Cadillac

**Field Section**

- 1 Doug & Judy Willis 1906 Reo,
- 2 Scott & Katrina McKenzie 1912 Renault

**Class Two Motor Vehicles**

**Road Section**

- 1 Roy Shanks 1912 Model T Ford
- 2 Dave & Raewyn Birss 1907 Darracq

**Field Section**

- 1 Jim & Margaret Taylor 1914 Metz,
- 2 Roy Shanks 1912 Model T Ford

**North Road Car Sales - Motor Cycle Concours**

- Rae Wilson 1913 Singer

**Publicans Trophy - Motor Vehicle Concours**

- Gordon Hoffman 1919 Dodge

**Best Senior Navigator**

- Margaret Taylor 1914 Metz

**Best Junior Navigator**

- Ashleigh McKenzie 1910 Clement Bayard

**McKenzie Cup - Best Performance by a Ford**

- Roy Shanks 1912 Model T Ford

**Overall Winner Motorcycle**

- Ian Ridd 1911 Triumph

**Overall Winner Class One**

- David & Elizabeth Mclvor 1908 De Dion Bouton

**Overall Winner Class Two**

- Jim & Margaret Taylor 1914 Metz

**Overall Winner (all classes)**

- Ian Ridd 1911 Triumph

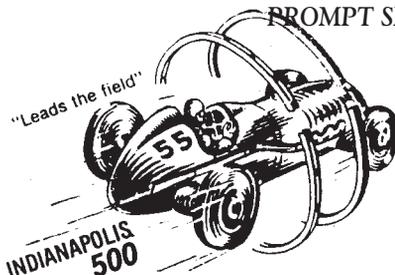
Ian Ridd on his 1911 Triumph successfully deals to yet another balloon scoring a perfect three out of three.



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Gisborne boys give the Studebaker 8 a blat. Left to right: Terry Wood, Gavin Bartlett, Rodney Clague.



Top: Hank & Jocelyn Hurley in "Old Louis" 1929 Chevrolet.

Above: They're still out there. Two old friends as found on the roadside on the Saturday run. (Note: consecutive plate numbers.)

# First Hawke's Bay Branch Commercial Campout

April 2-3 2005

Glyn Clements.

My family have been involved with trucks for near on fifty years and I spent much of my pre-school years on the old Taupo Road in the cab of an S Bedford, usually in the passenger seat but more often than not in a heap on the floor amongst the chains, twitches and other associated grubby hardware! In those days (early 1960s) my father, driving on the Napier-Taupo Highway in an S with six ton on its back (okay more like nine tons) took around 6<sup>1</sup>/<sub>2</sub>-7 hours. Today my brother in a 631hp Kenworth all up at 46 tonne will do it in an hour and a half!

It is little wonder then that I have a slight interest in commercial vehicles and have owned various club eligible commercials over the past 30 years with my current project being a 1928 Chev 4 woodie which is nearing completion. A look through our local branch membership list showed we had around 30 commercial owners with about 20 vehicles on the road so the idea of a commercial campout seemed feasible. A mailer was sent to all known local members plus some to each VCC branch in the lower North Island. The first response was from Howard and Marion Sims of the Wairarapa Branch closely followed by a contingent from Gisborne Branch with eight people in four vehicles. The locals soon followed suit so in the end we had 29 people in 19 vehicles of which 10 were club eligible commercials.

The format was to be pretty simple and low key with little or no cost to entrants.

As I was unsure of what response we would get I didn't want to book a venue and then have poor numbers. I suggested to my brother we use his property in Seafield Road about 15 minutes out of Napier at Bayview. This turned out to be ideal, as it didn't matter whether we had five or fifty people as there is plenty of area for camping and we could use the workshop area for undercover socialising. There had been a digger in bits with its track gear off spread all over the workshop floor and it was sharing space with a 1942 6x6 GMC which a friend of ours is restoring. The digger was quickly put back together and moved offsite, the broom was whisked around the workshop floor, outdoor tables and chairs were placed around with the GMC as a fitting back drop. A couple of barbecues were set up, tea making facilities on the workshop bench, a decent size beer fridge and we were all set.

People began arriving from about 10.00am on the Saturday morning and set up their camps. Some had large modern camper vans, some the little trailer campermatics, some erected tents while two Model A ute owners made make shift covers over their pick up trays with a mattress on the back. Peter McCool's effort was quite cosy and very effective. Wayne Richards however didn't quite have the length required and curled up that night in the pick up bed in the foetal position.

People had their lunch, talked trucks and looked around the Clements family

toys. The Gisborne crew hopped aboard my recently acquired 1930 Studebaker eight running gear, fired it up and had a whale of a time tearing up and down the long gravel driveway my brother shares with his neighbour, a fellow logging truck man. While doing this they "discovered" the neighbour had a mid 1950s Morris Oxford pickup (factory) in his front paddock. Just the project for a keen young lad thought 14 year old Gavin Bartlett from Gisborne. (The following weekend Tony and Gavin came back with a trailer and took the Morris back to Gisborne. Gavin has got stuck into it already, got it running and hopes to have it on the road for his 15th birthday when he can get his drivers licence....good on you boy!) 1.30pm saw the first vehicle away on a 60 mile run on a figure eight course in the hills west of Napier towards Puketiritiri. It was fitting that the first away were Hank and Jocelyn Hurley in "Old Louis", Hank's 1929 Chev truck. Hank and the old Chevy have been stalwarts of the Hawke's Bay Branch for over 30 years together. With a few of our locals on their own it gave the opportunity for those present without mobile commercial vehicles to get rides and navigate for someone new. Terry Woods of Gisborne hopped in with local Dick Goodall in the lovely little 1938 Bedford pickup, Jocelyn Wood navigated for Hugh Baker in the Landrover and the Bartlett boys climbed aboard Wayne Clark's 1954 Mercedes-Benz diesel three

way tipper. Dave Robertson rode shotgun with Wayne Richards in the Model A and is now looking to buy one himself.

The run had the trucks and a couple of cars wandering through some beautiful countryside, now lush and green with feed but only a month earlier brown with drought. It was quite noticeable that most cockies had sent their stock to the works as hardly a sheep was seen. Part way around the route brakes were on and the cameras were out as the Gisborne boys made another "find" where an open farm shed right on the roadside housed two forlorn old commercials. A Series 1 Landrover and a mid to late 1940s Chevrolet. There were also a couple of other Chevs in the paddock behind. Further on the route we passed the property of Bayliss Welldrillers and in their front paddock was a jailbar Ford three-tonner with a drilling rig mounted on the rear and on the adjacent property an RL Bedford also with a rig mounted on it.

A stop at the Puketapu country pub was the order of the day where everyone caught up and also a few more locals joined us. From there it was only a 15 minute drive back to camp where the vehicles were parked up for the night, tops came off (the bottle kind) and some serious arm bending and story telling commenced. The barbecues were fired up, people fed, then more story telling followed with a few hardy souls sitting around the large brazier until one o'clock in the morning! This was no cheapy warehouse brazier either but was made out of a 20 inch truck rim with a stand and upright tubes welded to it with the lock ring welded around the top.... what else would you expect in a truck workshop!

The normally dead quiet country night gave way to various forms of snoring from the tents, caravans and campers scattered around the property!

Sunday morning dawned bright and crisp with coffee being the order of the day with most of the men-folk standing around the barbecues cooking bacon and eggs and once again talking trucks. After breakfast everyone packed up camp, with a couple heading straight for home while the rest of us went on a 30 mile run over mostly gravel roads to Lake Tutira for lunch. This route was over the Waipunga hills behind Eskdale and followed the Darky's Spur Road down into Waikohau and onto Tutira. Rugged, steep and narrow with spectacular views this area has some real vintage motoring roads. A couple more vehicles joined us at Lake Tutira for lunch and from here it was a free run home. The Gisborne crew said their goodbyes

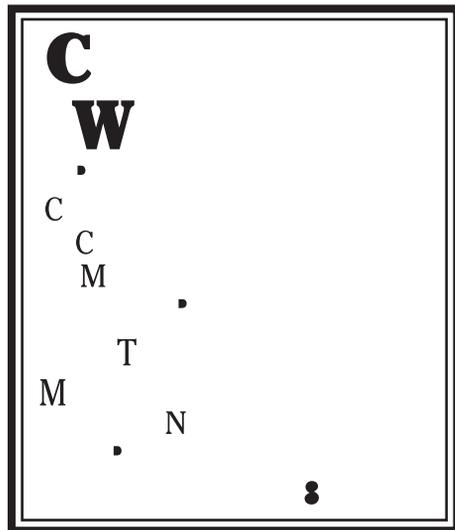
and headed north, but not before asking "When and where's the next one?"

So ended our first Commercial Campout and judging by the comments hopefully the first of many. I would like to thank all those who took part, especially the out of towners from Gisborne and the Wairarapa for making the effort, to my brother for the use of his lovely property and to the wives who attended. It was good to see some ladies around what is predominately a "blokes" thing.

Did you hear about the logging truck contractor who won lotto?...when asked what he was going to do with the winnings....he replied..."keep logging till it's all gone!"....

See you next year!

bw



Top: 1938 Bedford Dick Goodall (Hawke's Bay) with Terry Wood (Gisborne) as navigator.  
Center: Left to right: Morris Minor, Tony Prebensen, Chev Blitz - Jim Lord, Model A. Howard & Marion Sims (Wairarapa Branch.) Wayne Clark's 1954 Mercedes-Benz with his guard dog Clarrie aboard. Rumour has it that Clarrie was originally White but has spent too much time on Wayne's 1912 Ransome traction engine.

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Dallas Denby & Marlene Wallace 1958 Morris Minor at Lake Clearwater.



1925 Dodge owned by Diane & Rob Ross at Lake Clearwater.

## 2005 CLUB CAPTAIN'S SOUTH ISLAND TOUR

Text by Diane Ross Photos Diane Ross, Margaret Banks, Rod Begbie

This year's tour began in Oamaru with a happy hour followed by a meal organised by the North Otago Branch ladies catering team. This quickly became a reunion of past tour participants. First time tour entrants were welcomed and soon became part of the squad.

The official route took us over Dansey's Pass, The Crown Range and Beaumont Millennium Track, at the end of which we were hoping to cross the Clutha river at Tuapeka Mouth by punt. This was not possible due to the low water level but individuals were able to ride out onto the river and observe how the punt works using only the water current to drive it. This is a unique vessel, the only one of its kind in the Southern Hemisphere. We then made a stop at the Clydevale Store and seriously depleted Management Committee Member Gary Beaumont's ice-cream stocks. Next day Wally Ollerenshaw provided maps of the Catlins with several marked routes to choose from to eventually reach Gore. I have to mention the Forsters (1928 Ford A from Waikato) who didn't do one preferred route, they did them all and had a ball travelling 170 miles for the day. Next day we carried on through Inland West Otago, then Macrae's Flat via the Waikouaiti Nenthorn Road, Kakanui, Elephant Hill and the Pareora Gorge to reach our final destination at Methven. Apart from occasional morning foggy patches which soon burned off we were blessed with fine weather during the whole tour.

We are indebted to the VCC branches along the way who catered, shared our happy hours, opened parts sheds and generally

made us welcome. Our only full weekend on tour was spent at Gore where their branch members joined us for a day's motoring mapped out by Pat Hurley and the local branch. This provided one of the tour highlights, a visit to the airfield at Mandeville where those who wished were able to don the leathers and take a flight in a Vintage Tiger Moth complete with aerobatics. A visit to their museum and a meal at the club rooms completed a very enjoyable day.

As always there were some breakdowns, the worst being Harry and Margaret Heaven's 1950 Citroen that had a valve seizure in Gore. We should be proud to be part of a club that has members who so willingly give up their time and go to extraordinary lengths to help fellow members and with that assistance the Heavens were back on the road having lost only one day of the trip. The McMillans from Invercargill had a lucky escape coming over Dansey's Pass when a following driver noticed a trail of oil leaking from the Packard just as the last drops of oil were escaping. The fractured pipe was soon rectified by the tour fix it boys but discovery a moment later and it could have been a different story. During this time we were joined by a Vintage car and machinery enthusiast from Wales touring New Zealand in a motor home. He was highly delighted to meet up with us and after offering his motor home facilities for our use joined us for the day. Neil Kidd's Dodge big end came loose, luckily when close to Invercargill, and he was able to pop home and swap the Dodge for his Austin 7 and then proceeded to break an axle in that. Other hiccoughs were pesky rather than

John McLachlan's 1929 Cadillac negotiating a narrow bridge on Beaumont track assisted by Keith Perry.

South end of Millennium track.



major and, I'm pleased to report, were either fixed along the way or the offending vehicles dropped home and exchanged for others.

Mandatory happy hours were held at the conclusion of each day's motoring. After a couple of days on the road this tour was fast developing into a travelling roadshow. David and Margaret Banks have become our resident tour poets but we found there are others who have been keeping their talents hidden and 'verse' abounded each evening. Hec Newton from Levin did Scottish and parson skits. Peter Creighton presided over a mock court. We also had singers and musicians who were given a good work out. The wooden spoon presentations always brought much stretching of the truth and hilarity.

There were heroes, John McLachlan from Canterbury who will be 80 later in the year drove all the way in his large and heavy 1929 Cadillac sedan. His navigator was Colin Cockburn who John tells me speaks a different language to him at times however they had Alby Rountree already in his 80s, tucked in the back seat to settle any disputes. As well there were the ladies, Dallas Denby from Manawatu in her little Morrie Minor who negotiated the entire tour with Marlene Wallace from Horowhenua at her side.

Everything was going so well I was beginning to get apprehensive, had we peaked too soon, could it last, would the last day and final dinner fall flat?

Well it came around anyway. We left Methven to meet up with Ashburton Branch members at Mt Somers before travelling through the Ashburton Gorge to Middle Earth. It couldn't have been more perfect, fine, clear and not a breath of wind. Lakes Clearwater and Camp mirroring the surrounding hills without so much as a ripple. On reaching the area used to film part of the second segment of the *Lord Of The Rings* trilogy local member, Milner Jacob, who had worked as an extra on the set when filming was taking place, gave us a fascinating talk on his experiences. As he was telling us about the stars being flown in by helicopter from Methven for short periods when required right on cue a chopper flew in and landed. Well done Iggos and Urquharts from the Ashburton Branch, your timing was perfect.

The final tour dinner was held in Methven bringing 12 fun packed days to a close. It seems a long time until 2008 when there will next be a South Island Club Captain's Tour but hopefully we'll all be there to enjoy our hobby and friendships once more. Thanks for the memories.

Statistics;

Distance	1300 miles	Entries	38
North Is	8	Vintage Cars	16

**Postscript (written by a happy participant)**

Close your eyes and imagine the perfect recipe for a truly "Vintage" tour in club-accepted cars around the beautiful scenic back roads of the south of the South Island.

The 2005 South Island Club Captain's Tour lived up to (and more) what participants have come to expect from a motoring experience organised by Diane Ross (ably assisted by Rob.) We were treated to brilliant weather, superb scenery, very motorable backcountry roads, including some wonderful shingle roads and passes (sporting branches, eat your heart out!) and camaraderie second to none.

Thank you Diane from all the tour members, for once again pulling another memorable tour out of the box. We know that as soon as you give notice of the next one in 2008, there will be no shortage of takers.



Right: Ron Finucane performs during the wooden spoon presentation.



1930 Ford A – Ron & Maureen Finucane at St Bathans.

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Here at Beaded Wheels we are always on the lookout for a good article for a future issue and we are now actively seeking more contributions. To encourage you to put pen to paper two lucky authors per issue will win a coveted limited edition Beaded Wheels cap.

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High resolution digital photos are acceptable if taken using a minimum four mega pixel digital camera set at a high resolution. Please contact me if you wish to discuss an idea for an article.

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email [kevin@vcc.org.nz](mailto:kevin@vcc.org.nz)

The lucky winners of the Beaded Wheels caps for this issue are Alistair Dray and Roger Hart. Congratulations and thanks for your contribution. Don't forget we are always looking for good articles.

Right: David Adam's 1932 Sunbeam.

Below from bottom: Alan Allbon's 1931 Austin M.

Kevin Barbour, '30 Hupp cabriolet.

David Batterton, 1928 12/50 Alvis, original 1955 run car.

Mike McGinley, Austin Chummy.



## Old Crocks Show Their Mettle Again

Text and photos John Stokes

“Old Crocks Show Their Mettle,” ran the title of an article in the March 1955 Auckland AA Bulletin. This described the inaugural run of the newly formed Auckland Veteran and Vintage Car Club from Cornwall Park in Greenlane to Redwood Park in Swanson. Fifty years later to the day the Auckland Branch of the Vintage Car Club of New Zealand turned out eighty plus vehicles to re-enact this run. There isn't much you can say about a Sunday morning run through suburban jafaland with our traffic. The original participants had to contend with tramlines and narrower bumpier roads. As Redwood Park is now a privately owned golf course the finish had to be moved to the Swanson primary school grounds next door.

If we look at the list of participants in 1955 we found we could come close to replicating many of the marques present on the original run. We couldn't do a 1906 Cadillac such as George Giltrap drove on the first run, but Barry Birchall's 1903 model, Russell Vincent's 1905 and Ross Jones' 1907 Cadillacs more than upheld the honour of the single cylinder Caddies and dealt competently with the traffic. The Hispano Suizas entered in the original run have been exported and I am not sure if any are left in Auckland, possibly Mark Jennings' is still here. Dick Langridge's farming commitments prevented him from

bringing his Silver Ghost Rolls-Royce, however Richard Hatfield, Ed Pollard and George Urquhart all brought 20/25 Rolls-Royces of varying years. John Stewart took his 1951 Silver Dawn convertible and Marsden Robinson the son of our founder Harold Robinson turned up with a Silver Cloud Rolls-Royce.

The nearest registered and warranted Minerva is in Dargaville and there was no sleeve valve representation at all. Roy Tomlin's Austin 20 hp has left these shores, Chris Wood's Sports Twenty is having surgery, but Jocelyn and Laurel Walker brought the ex Les Keys 1928 Austin 16/6. We couldn't track the Seabrook 1925 Austin 12/4 so Mark Golding turned up with a 1927 12/4 tourer. Mike McGinley and Joe Henley both came with Austin 7 Chummys and Alan Allbon produced his 1931 Austin 7 saloon so Austin had good presence on the day. The nearest 30/98 Vauxhalls are resident in Kerikeri or Hastings areas, Gary Thorpe drove a 1930 20/60 Vauxhall similar to the 1928 20/60 entered by Mr Bickerton in 1955. Vaughan Beesley was fixing the water pump on his Ansaldo and most Fiat 501s live in the South Island so we lost out there. Try to find a black Vintage Model T Ford on a VCC run and you may well struggle but Kevin Whitham flew the flag with his 1925 black radiator Ford TT bus. Wellsford's Grant Stott drove a 1926 New Beauty

Model T similar to that driven by Phil Jones fifty years ago. Phil himself travelled 1971 Citroen Safari style on the day.

I think Noel Shaw has the only Durant in Auckland and he couldn't make it, there were no Rugbys present either. Sadly no four cylinder Chevs were entered, so Alan and Sharran Price, 1930 Chev six roadster and 1949 Chev sedan represented the Chevrolet marque along with Ken Carly's 1934 model. The closest Hupmobile Eight lives in or near Ngaruawahia but Kevin Barbour came in his 1930 Hupmobile six cabriolet, the very original ex Blenheim area car. No sporty Lagondas were there so Barry Robert represented the marque with his 1924 12/24 tourer which has been active in the branch since the early sixties.

Very significantly David Batterton appeared with the same 1928 12/50 Alvis that Mr Mills used in the original run fifty years ago.

The nearest Bean is somewhere in the Waikato and I'm not sure if it goes.

No Standards were there although Amy Moore's 1929 9hp Teignmouth saloon is still around Auckland.

Pride of place must go to Jim Francis in the 1910 Delage, the only original participant to drive the same vehicle he drove fifty years ago. A World War Two Veteran driving a pre World War One car through jafalands 24/7 ESOL speaking traffic deserves a VCC or something. The comments about the Delage in the 1955 AA Bulletin are interesting, "and an 11hp Delage of 1910/13 (J.W.Francis). As regards this last, what a pity the original body has been lost! Possibly a duplicate may be constructed to make it eligible". Jim told me he could shift a house load of furniture in five trips with the Delage when it had a van body, the Delage also towed a trailer. Other early members present were John Irvine who came with Barry Robert, Lorretta McGarry who travelled on the Renault charabanc, Roy Cope last president of the independent Auckland Vintage Car Club was there with his 1959 Wolseley.

Lynette Brickell wife of the late Ernie was present with the 1930 Model A Ford. David Adams the son of founding committee member and subsequent chairman Norm Adams was present with his 1932 Sunbeam 20 drophead. David Lane arrived with the 1930 Studebaker President roadster which has been campaigned for well over forty years. Ninety-one year old Brian Walton of Vauxhall Hurlingham fame was present at the start, he is still driving his modern. A small but worthy contingent of motorcycles was present to represent our very strong motorcycle section and perhaps thank the foresight of the early members who encouraged its development within a car club. Most people spent the time at Swanson eating, talking and reminiscing. The day was a very successful part of our fiftieth jubilee and we were blessed with fine weather.

bw



Phil and Sue Jones with their 1971 Citroen Safari.



A trio of Rolls - 20/25s.

#### Auckland V & V Car Club's First Run

Redwood Park 1955

CAR	YEAR	OWNER
Cadillac	1906	Gilltrap
Hispano-Suiza	1924	Ross
Hispano-Suiza	1931	Fairburn
Rolls-Royce Tourer	1922	Longuett-Higgins
Rolls-Royce Saloon	1920	McKeating
Rolls-Royce 20 hp Saloon	1929	Gray or Thew
Rolls-Royce 20 hp	1922	McMeekin
Minerva 14 hp	1924	Curruthers
Austin 20 hp	1920	Tomlin
Austin 12hp	1925	Seabrook
Austin 7 hp	1930	?
Vauxhall 30/98	1921	Parker
Vauxhall 20	1929	Bickerton
Ansaldo	1923	Blucher
Ansaldo	1924	Long
Fiat 501	1925	Mace
Ford T	1923	Andrew
Ford T	1926	Jones
Durant Tourer	1929	C. Davies
Chevrolet Tourer	1924	Hamken
Hupmobile 8	?	Allen
Hupmobile 8	1930	Mulqueen
Lagonda 2l	1928	Summers
Alvis 12/50	1928	Mills
Bean 14 hp	1927	Stevenson
Standard 14	1923	Donaldson
Chevrolet	1925	?
Standard 10	1929	More



## Restoration 1919 Dodge 4

Text and photos Gordon Hoffman

After browsing through some early *Beaded Wheels* magazines and reading the account of John Calleson's restoration of his 1929 Dodge 6 Sedan, Southland Branch member Gordon Hoffman was prompted to put pen to paper to write the history of the restoration of his 1919 Series Dodge 4.

The 1919 Series Dodges came out from 1 July 1918 to 30 June 1919. The reason for the mid year model change was to allow the manufacturers to have their latest model on show at the American agriculture shows.

I have read that the early Dodges were the choice of the American Army in World War I as staff cars and ambulances due to their reliability.

The interesting thing about my car is that it has only travelled 10,509 miles to date. When I acquired it the speedo was on 9,981. People have asked me how I know this is correct when the speedo only goes to 10,000 miles before turning back to zero. When I first started the engine it ran very well but filled the workshop with blue smoke (the navy would have been proud of me!) I decided to pull it down to find out why. The reason was it only had compression rings. I measured the bore and it only had .4 of one thousandth of an inch taper and was  $3\frac{7}{8}$ " standard. I believe the mileage to be correct.

On assembling the engine I used the existing compression rings which had the correct clearance and tension. I replaced the bottom ring with an oil ring and hey presto – no smoke!

Everything about the mechanicals and chassis parts showed no wear, it is even quiet in second gear which is unusual for a Dodge 4.

For many years it was used in a Lime Works as transport for a DC electric welder, the body had been cut off behind the front seat and the welder was bolted to the chassis and it was driven from power



point to power point until finally the rear wheels were broken off. Syd Ayling and the late Mark Friedl, the people I bought it off, offered to build a trailer for the welder and swap it for the car which the Lime Company accepted.

The car was minus the rear doors and tub section and I was not sure how I would

proceed from here. However, I was able to borrow a roadster body and I intended to copy it using 45° and 90° – 1200 diameter bends split in half to capture the many difficult shapes of the Roadster body. I only had this body for a short time when the owner died and I was able to buy it from the estate together with the car it belonged to. I was told the rear guards had come from Nelson and the boot lid had come from out of the Clutha River.

By this time I had all the mechanicals done and the chassis restored and I was ready to start the body. I used the tourer doors and scuttle and Allan Black lengthened the doors by two inches and reskinned them and welded the scuttle to the body. Terry Williams of Auto Panels did the panelwork, Dave Morris made the bonnet, Sean Stenton of Auto Panels painted it. Allan Knowles did the electrics and wiring.

Darrell Butson, owner of Owen Brown Upholstery did the seat and Neville Dawson made the hood and curtains which leaves me wondering what did I do? I did the mechanical work and the chassis, procured the parts, assembled it and last but not least – paid the bills!

I find reading about other people's restoration projects very interesting and I would encourage members to record their experiences.

bw

Yes Akaroa has a definite French flavour and background, so it was only natural that like-minded members of the VCC and owners of Delage cars should gather there to celebrate the 100th Anniversary of Delage.

A well organised week arranged by Frank and Nicky Renwick saw us travelling to various points of interest on Banks Peninsula. These runs included a visit to the Okains Bay area and museum, returning via Little Akaloa to Akaroa. The following day to Barrys Bay to visit the Cheese Factory followed by a very pleasant lunch break at the French Farm Vineyard which had all the ambience of rural Riviera. A further scenic run to the Akaroa Heads followed by a light lunch at Welbeck in Little River. This delightful property was a paddock seven years ago with no trees. The owner, Elizabeth Jenkins, has transformed it and built a charming English cottage and annex and developed a delightful garden with large ponds, surrounded by trees, with space for a future water wheel. We enjoyed hearing about her artistic endeavours over the years. A visit to the Bird Sanctuary nearby was enjoyable and provided a fun day with exciting motoring for some of the passengers.

Our final excursion was from Little River by a steep shingle road to the top of Mt Herbert, height 919 metres, with magnificent views of Diamond Harbour. Then on to Gavin Bain's delightful property in Governors Bay to join the 40 plus Frazer-Nash owners and their cars for a spit roast dinner in the garden overlooking Lyttelton Harbour. The long trip back to Akaroa prevented further socialising with these interesting visitors from the United Kingdom.

On the final day, the Delage group were joined by members of other French motoring Clubs for a Display Day on the village green at Akaroa for the interest of the public. Unfortunately there were no Vintage French cars apart from our Delages.

The day ended with a final farewell dinner to give recognition to the life and work of Louis Delage. The presence of Martine Marshall-Durieux (the French Consul) gave the evening the final French flavour. *Vive La Marque Delage*



# It's French Isn't It?

Text and photographs David McL Barker



Clockwise from top: Pictured at Okains Bay DIs of Mehrtens, Jameson, Barker and the DR of Keenan, all Delages of course. Outside the Barry's Bay Cheese factory. Two DIs on top of Mt Herbert, 919m. It is a family affair, from left: Craig Keenan, Frank Renwick, Wallace McNair, Max Jamieson (in deep thought) Elizabeth Keenan & children. Co-organiser Frank Renwick with the Delage CO at Okaim's Bay.

### Cars and owners taking part were

Frank and Nicky Renwick	1920 type Co Delage
Roger and Diane White	1920 type Co Delage.
Tony and Vivian Campbell	1930 type D 8
Wallace McNair and Anne Thompson	1930 type E8
Craig and Elizabeth Keenan	1929 type DR 70

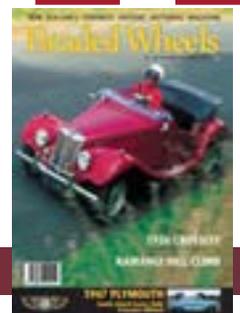
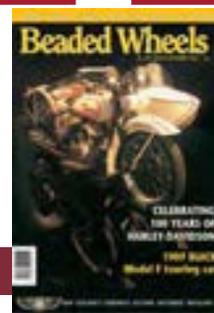
Reese and Sue Burnett	1928 type DM
Geoffrey and Rosalie Mehrtens	1924 Type D1,
Max and Annette Jamieson	1925 Type D1
David and Eleanor Barker	1923 type D1
Russell and Judy Ellis	Passengers.

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# The White Mercedes Chitty Bang Bang III

Text and photos Alistair Dray



Bill Shiells' recent series of excellent articles on aero-engined cars has stirred me to write on the White Mercedes, one of the hybrids of the 1920s Brooklands scene.

John Pole, an Englishman, was my wife's grandfather. He co-drove the White Mercedes in the first Brooklands 500 Mile Race in 1929. His friend John Noel was the owner and other driver.

Noel and Pole were both in the RAF, stationed at 111 Squadron at Hornchurch in 1929. John Noel owned a 7<sup>1</sup>/<sub>2</sub> litre Mercedes, capable of 105 mph, and one day they were both at the Mercedes Works in Grosvenor Road, London.

I will let John Pole's words take up the story: "We saw an immense racing car standing in a corner covered in dust. It had a 1919 six-cylinder Mercedes aero-engine of 17.8 litres. It was for sale and John Noel bought it, the plan being that we would race it together at Brooklands and on the sand. Top gear was 1.7 to 1, top revs 1,800, and the theoretical maximum speed allowing 5 per cent loss through wheel-spin was 147 mph. We thought, quite rightly as it turned out, that the car should be very reliable. It weighed only 30 cwt and everything would be lightly stressed. In particular we thought it was a natural for the 1929 500-Mile Race at Brooklands, which had just been thought up. This was to be an uninhibited blind for all and sundry, with Ebblewhite\* sulking in the paddock. We didn't know of anything else that would lap for say 120 for 500 miles, so we hurried the big Merc

down to Hornchurch and sent in an entry. The week before the race we took it to Brooklands and John Noel had no trouble in lapping consistently at 123 mph. I was lapping at 115 and getting experience, as this sort of motoring was new to me.

At that stage Dunlops torpedoed our plan. They, misjudging the car's appetite for tyres, frightened us into lapping at 100 only, so that we had no chance of winning and finished 11th, and on one set of tyres which were hardly marked. Most of the old aero-engined hybrids of that period tore their tyres to ribbons, but the white Merc was an exception. She only started to get a bit lively over about 115 mph."

In footage of this race in the Shell series of newsreels, which cover 1900-1950, the white Mercedes can be seen being overtaken on the banking by Bentley No. 31, which went on to win. Interestingly, the Bentley is the bigger-looking car of the two.

While the race was not handicapped, there were classes. The winning 4<sup>1</sup>/<sub>2</sub> litre Bentley No. 31, driven by Barclay and Clement in the under-5000cc class, averaged 107 mph. Number 35, the 6<sup>1</sup>/<sub>2</sub> litre Bentley "Old No. 1", averaged 109 mph (placed 2nd), with a fastest lap of 126. This puts the performance of the Mercedes in perspective, when compared with these up-to-the-minute long-distance

works racing cars, and raises a wonderful "what if" had Dunlops' advice not been heeded.

## So where did the white Mercedes come from?

Count Zborowski is well-known for his Chitty-Bang-Bangs 1, 2 and 3 and the Higham Special which was being built at the time of his death in 1924 (the Special was taken over by Parry Thomas, renamed "Babs", and used in his LSR attempts, eventually crashing and killing him.)

Zborowski was a man of independent means who lived within easy driving distance of Brooklands, and competed regularly, apparently bringing great colour and humour to the Brooklands scene when he "took to the concrete", as he liked to put it. Zborowski became a works driver for Mercedes in 1924, and was killed racing for Mercedes at the Italian GP at Monza that year.

The Chitties were all constructed by Clive Gallop at Zborowski's estate, Higham Hall. Chitty 3 started life as a 28/95 Mercedes with a "sketchy test body" (Boddy) which the Count imported from Germany. However he preferred his 37hp Hispano-Suiza as a touring car with servo brakes; these are arguably the most sophisticated cars of the immediate post-war

*Opposite page: John Noel practising for the 1929 500 bonnet panel removed for adjustments. The car is wearing 3-seater cloverleaf body showing the burn.*

period. So he turned the Mercedes into another aero-engined car for Continental and Sahara Desert touring, to accompany Chitty 2 with the baggage – and Chitty 3 was born. The chassis was lengthened, tie-rod braced, and a six-cylinder Mercedes aero engine, of 140x160mm (14.7 litres) installed. A racing body was fitted, and she first raced in 1922, because Chitty 1 was out of action. In 1924, Zborowski used her in several races at Brooklands, with various lap times of 93, 98, 100 and 104 mph.

In 1926, two years after the Count's death, his friend Howey entered her for an Easter Brooklands race, but didn't start.

In his book, Bill Boddy states there is no proof that the car which Noel and Pole bought was Chitty 3. Certainly the story up to 1926 does not fit with Pole's: Noel and Pole were told by Mercedes when they bought the car in 1929 that it had been completed at their factory in Germany to Zborowski's designs. The declared engine sizes are also different. However it seems likely from photographs that it is the same car – bonnet and chassis details are the same. The lower lap speeds of Zborowski, an experienced Brooklands racer, compared with those of Noel and Pole who were newcomers to high-speed circuit work, would be consistent with an increased engine capacity. It is likely that when Howey bought two of the Chitties from the Count's estate he also acquired a spare engine, and fitted this prior to 1929.

According to Pole's letters, Chitty 3 had a six-cylinder 148x170mm (17.8 litre)

aero-engine mounted in a 28/95 chassis, with 36/220 gearbox – all Mercedes components – and a live axle rather than the usual chain drive. Pole: "She also had an electric starter with an immense battery. Starting was further facilitated by a trembler coil and a half-compression device. We ran the car at Skegness on the sands on one occasion, but the constant mesh stripped so we decided that sprint races were not her metier. If you stood right behind the car as it accelerated hard you could see it twist through about five degrees as the power tried to fling the chassis round the crankshaft. I shall never forget the god-like sensation when the accelerator was pushed down and all those litres swept you effortlessly into a three-figure speed."

Pole's memories of her handling vary. In his 1960 *Motor Sport* article, he describes the Mercedes as "viceless and thoroughly lovable." In a letter he is more revealing: "The car was extremely docile to handle although a high bottom gear made it awkward in traffic. It was very long (15-16 feet) and in addition had a minute steering lock, so that when racing at Brooklands any tendency to swing due to bumps or side wind had to be stifled at birth very firmly and rapidly, before it became uncontrollable. Otherwise a child could have driven it up to a lap speed of 100!"

During the period of Noel and Pole's use, the car wore two bodies. The first, seen with the scorch on the passenger's side, was "a very abbreviated cloverleaf body, which we always raced with 3 cwt of gravel in the back seat. The regulation Brooklands silencer was made up in the

RAF workshops at Hornchurch and the first effort burnt through and scorched the body." For some reason, possibly the burn, Noel and Pole ordered a new body from Martin Walters in Folkstone in 1929. On the way to collect the body, Pole was driving the bare chassis when the clutch withdrawal seized, leaving him immobile – "we had thick traffic all the way out through South London, and it would be difficult to design a more unsuitable car for thick traffic!"

The White Mercedes was again entered for the 1930 Brooklands 500-Mile Race. At the end of this season the Brooklands authorities banned large hybrids for fear of metal fatigue. She was then purchased by Clive Windsor-Richards, racing exponent of 30-98 Vauxhalls, and used as a road car in the 1930s. He sold it to Lord Carlow, who met him at the agreed rendezvous complete with bowler hat and rolled-up umbrella, and apparently drove off quite unconcernedly in this enormous Mercedes! That is the last that is known of it.

Pole became an early member of the fledgling VSCC in 1935, and was the man who discovered that year, out the back of a pub, the 1908 12-litre GP Itala which is still a regular competitor in VSCC events. However that's another story... bw

\* *Ebblewhite was Brooklands' handicapper*

#### **sources:**

*Motor Sport* magazine, December 1960

Personal correspondence of John Pole

*Bentley, the Vintage Years* 2nd edition by Michael Hay

*Aero-engined Racing Cars at Brooklands* by William Boddy



*The Brooklands Paddock, August, probably 1930: the Mercedes has the second body on, and revised silencer is insulated! Noel driving, Pole passenger. Pole's comment was "the fellow hopping in front took a risk as old aero-engined cars had a habit of leaping forward!" the large driver of no.14 Talbot is probably John Cobb. note the GP Delage behind Cobb, and type 35 Bugatti. The Brooklands motto was "the Right Crowd, and no crowding" – but not on this occasion. The newspaper cutting has incorrect engine details – these are probably for Chitty 2*

# VERO RALLY 2006

## VCC Diamond Jubilee

Contact Address  
Rally Secretary, P O Box 6070,  
Invercargill, NZ  
Email 2006rally@vcc.org.nz

Entries are still coming in steadily for this event, although many people who have booked accommodation have yet to actually enter the rally. You can still be here for Vero 2006 but entries close in July and, because of the magnitude of the exercise, we won't be able to take late entries.

### Accommodation

Accommodation Officer, Margaret (Phone: 03 215 8464 or Email: home\_hosp@actrix.co.nz) reports that some accommodation of most types is still



available. The camping ground, Diamond City, can still accommodate many more entrants and, while caravans are proving elusive, good sites are readily available.

### Rally Routes

A team of keen motorists representing all interests, veteran, vintage, motor cycles and moderns has developed a selection of rally routes that would appeal to all. The rural venues for these days' outings are gearing up to accommodate a huge influx of visitors on the day. It's worth reminding entrants that Southland is lightly populated and roads of this quality without traffic are probably not duplicated anywhere else in New Zealand. It really is a chance for motoring as it used to be.

### Entries

The rally is being very well supported by overseas entrants, many of whom have been here before. Messrs Hirst and Diffey are bringing their vintage Alvis cars from the UK, while a great selection of Rolls-Royce, Bentley, Lagondas and even a Stoddart-Dayton will be there from overseas. Every part of New Zealand is currently represented with the Vintage section still the largest group of entries.

### Special Events

Don't forget the Hill Climb which will be held on probably the best hill for this activity in the country with the whole climb observable from both the top and the bottom of the course. The specialty event at Teretonga Raceway is also a must, if for no other reason than to experience this famous historic racetrack.

We look forward to seeing you and your friends in January, next year. In the meantime, let us know if we can help at all.

Russell Hawkes  
Rally Director

*Left: Some of the vehicles to keep an eye out for at the Vero Rally 2006 include (top to bottom) Max Jamieson's 1926 Delage, Kevin Casey's 1928 Cadillac, A Brass in the 1914 Hupmobile.*

## NOTICEBOARD

### Loan Vehicle Request

Roy Adnams and Sally Marsh are hoping to come over to the Rally next year, we have been twice before with cars but this time can't afford to bring our own. We would like to be considered for a loan of a vintage car if one is offered. That is, preferably one dating not later than the 30s. We are both very long time members of the VSCC here and are experienced with veteran, Edwardian and Vintage cars, which as you know, means up to 1930 over here. We would respect any car loaned to us.

Hoping to hear from you.

Roy Adnams and Sally Marsh  
Grange Cottage  
The Luth, Wisborough Green,  
West Sussex  
RH14 0BZ, England  
Telephone 01403 700900

### WANTED A car for the Vero 2006 Rally Course 5C.

I am a member of the Veteran Car Club of Western Australia and an ex-pat from the Canterbury area. I have returned to New Zealand on several occasions since to visit my family who are living around the Christchurch area.

For the last four years I have had custodianship of the club 1926 Flint tourer and my 1938 Buick on the road. I am looking to borrow a car suitable for completing Course 5C of the Vero 2006 Rally starting from Christchurch.

If this could be accommodated my wife and I would be most appreciative.

Alan Cable  
52 Brockwell Pl, OAKFORD WA 6121  
Phone 0061 8 9397 0703  
ark@multiline.com.au

### Loan/Hire Vehicle Request

Three American gentlemen wishing to participate in the Southland Vero rally would like to either loan or hire on a reciprocal basis, three Vintage or PV American cars.

Please contact Graham Henley, phone 03 358 0181 or fax 03 358 0185 for more information.

## Checklist



- If you are still to enter, please give other options for the Monte Carlo options.
- Please include your name and address on the Order Form for rally clothing.
- Please ensure we have all the information required on the entry form – we need your VIC details.

Right: Willis St. Clair on his 1954 BSA B31.  
Below: Graeme Williams pillion – Curtis Williams  
1926 Indian Chief travelled from Invercargill.



## 19th NATIONAL MOTORCYCLE RALLY WAIKATO 2005

Text Hal O'Rorke Photos by Jan Dearlove and Ann O'Rorke

In the past few issues, you'll have read about the impending 19th National Motorcycle Rally to be held in the wonderful Waikato in February. The reality was more stunning than the promise: the glowing scenery, excellent motorcycling roads and warmth of the welcome.

On the Friday, the Waikato Branch clubrooms were open all afternoon for a continuous sausage sizzle. Those who hadn't already arrived for the pre-rally touring, poured in to register, collect rally packs and purchase memorabilia. Each participant received a period fashion rally event programme which included stories from previous rallies, histories of Cambridge and the Waikato; a very nice keepsake indeed. Some set out to tour the local roads in gentle fashion to a couple of organised venues; Andy Moreland's Military Collection or Robinson's Sporting Memories. The evening started with socialising in the Cambridge Town Hall, the focus for the Rally's social activities. It was fair buzzing when I arrived, with old friends catching up and new ones being made! A superb meal followed which had us all doubting our ability to fit our motorcycling leathers the next day!

The Waikato Branch really appreciated the support from members coming from all over the country to make up the 175 entries and especially pleasing was the large contingent from the South Island. Quite a few people had ridden from home on

their aging but trusty machines. Particularly rewarding was the attendance of overseas entrants from mainland Australia, Tasmania, England and the Netherlands.

There were some anxious moments for the organising Committee on the Friday night when the heavens opened but the Saturday morning dawned fair and sunny. The rally route took us over some wonderful roads, off the main highways and, for those of us who enjoy loose gravel, there was a sizeable but optional section of that too. Kiwitahi School saw a pause for field tests to measure rider's skills at handling their machines. This is a country primary school with impressive grounds in the heart of green Waikato.

The lunch stop was at the Matamata High School, a brilliant place for bikes to stop with lots of parking in the shade, and the students had prepared the delicious packed lunches. With strength regained, we set off for the non-competitive afternoon stretch which returned the long route participants down the side of the Kaimai Range, over towards Tirau, past the historic Okoroire Hotel, through Taotaoroa and Whitehall to the Branch clubrooms. The medium and short routes followed alternative routes to the same destination. Altogether, a wonderful motorcycling experience which, judging by the comments at the after rally dinner, was enjoyed by all participants.

The after rally dinner was followed by a very appropriate guest speaker, Waikato's own



Gymkhana & public day, Victoria Square, Cambridge.

Hugh Anderson, who had us all completely enthralled as he retold his exploits and experiences in motorcycle racing in New Zealand and on the World stage.

On Sunday, the organisers provided the ideal venue for a Gymkhana and Public Day – Victoria Square in the centre of Cambridge township. Here, the very enthusiastic public was treated to a display of well thought out individual and team Gymkhana events, a concours competition selection of beautifully prepared machines, together with fine displays of the club's other eligible vehicles, military and commercial vehicles - a great way for the club to acknowledge the support that it enjoys from the town and local council.

Sunday night saw us again at the Town Hall for the prize giving dinner which was of the same high standard as those that had preceded. The prizes were awarded to the successful recipients by the National President, Leigh Craythorne, who took part in the Rally and after rally tour with her husband, Tony, on their Panther combination.

The organising committee is to be congratulated, along with its many helpers, for providing an event that I believe sets the standard for others to follow. Of course, the superb Waikato, with its roads, scenery and sunshine, definitely adds the flavour to many such celebrations.

bw



# MISCONCEPTIONS DISPELLED

Text Snow van den Broek

Photos Peter and Janet Cornelius, Snow van den Broek.

It has long been popular opinion that the best motorcycling is to be had in the South Island and it was one of the aims of the organisers of the Tour that followed the Nineteenth National Motorcycle Rally to put that right once and for all!

*Leigh and Tony Craythorne enjoy some open road riding.*

After the weekend of total captivation in Vintage motorcycling, there was still enthusiasm aplenty on Monday morning when those fortunate people taking part in the after rally Tour gathered at the Waikato Clubrooms. Luggage began accumulating in large quantities and this was loaded into the truck in order defined by the coloured pipe cleaners tied to them. This was the mode by which baggage was delivered to its respective destination each day and the pipe cleaners made for some fascinating motorcycle decorations as the week proceeded.

Not only was the truck burdened with luggage but all the paraphernalia to furnish breakfast for all tourists each morning of the ensuing week, which turned out to be extremely popular both for relieving the hassle of arranging this themselves and allowing everyone to catch up with others and relate stories of the previous day's (and nights in some cases) adventures.

If everyone was busy readying themselves to head off, they may not have noticed the ominous clouds heading toward Cambridge. But there was no way of avoiding the downpour that they brought. Soon after the last bikes had set off, the clubrooms were subject to a heavy downpour and it was later evidenced by the amount of bikes that had problems with water in magnetos that few had managed to escape.

Instructions guided the ninety-two bikes and backup vehicles from Cambridge through Morrinsville to Te Aroha where plenty took the opportunity to dry out and have a bite to eat. The flat and fertile farmland on this section was to disappear in the mirrors as Paeroa and Thames were

achieved. A large car park area provided respite for bikes as their burdens relieved their nether regions and had a stroll in the historic main street with cafes to refuel the bodies.

State Highway 25 follows the coast (very closely) up the peninsula to Coromandel and provided a hint of the exciting roads and beautiful surroundings that were to be an integral part of the whole week. Two nights stay in Coromandel provided the prospect of a ride to Fletcher Bay or a day in this quintessential tourist town to rest and take in some of the attractions. Some had even brought their fishing rods and supplied dinner for a few lucky groups.

The road to Port Jackson and on to Fletcher Bay entails twenty miles of dust

**Soaking in a pool of hot water that had filled a hollow dug in the sand was a special treat!**

and bumps and superb views but in true pioneering spirit a large number can now say "they have been there, done that." Lunch was enjoyed on the beach and after a short break the return to town proved just as good. Two bookings were reserved on the Driving Creek Railway and both were well patronised that afternoon, the earlier session for those who had stayed in town and the later allowing those that went to the tip of the peninsula to experience this also.

Wednesday morning and with the communal breakfast under their belts, Whitianga was the goal for the morning. Electrical problems put a BMW onto one of the trailers. Jack Kennington got to view the scenery from the backup ute after his 1922 Douglas had gear selection dramas just on the outskirts of town. The big climb up and over the hill proved a little too much for Harry and Nel de Boer's 1928 Indian Scout with Nel having to hitch a ride to the top on another bike and rejoining Harry for the downhill section.

After a short break in Whitianga where snacks or lunches were had, it was southward again except for Mark de Boer's 1927 AJS. By the time the backup ute arrived he had the head and barrel off the 350 ohv engine to reveal a broken gudgeon pin and piston. Mark also got to view the scenery all the way to Whangamata.

The iconic Coroglen Tavern which has a long history and is now the venue for some top name bands over the summer months, was to be passed (some didn't get past without stopping) and then further on the turn off to Hahei and Hot Water Beach. A guide had been included in the tour pack and in this places of interest and short side trips were suggested and it transpired that many groups took advantage of these little gems of information. Soaking in a pool of hot water that had filled a hollow dug in the sand was a special treat!

The road to Whangamata involves a turn to the left that one couple on a 1955 Panther combination missed and then got to experience the Hikuai –Kopu road, by their accounts was quite enjoyable eh Tony and Leigh?

Waikato member and Whangamata resident, Roy White, had made his workshop available if needed and this was where the Douglas, AJS, and a BMW were delivered. Replacing one broken wire got the Beemer going, modifying a grub screw saw the Douglas mobile (albeit temporarily), and a late night trip back to Cambridge to retrieve a spare side valve engine allowed the AJS back on the road late next morning. Jack was back in the ute after he diagnosed more serious gremlins inside the gearbox. A few days later he got a turn to ride the Royal Enfield demonstrator on loan from the importers.

The road to Waihi rambled along between steep hills interspersed with a few farms, and then opened out to rolling farmland near Waihi, a town that has more gold mining history than any other. The Martha Mine was the richest mine in New Zealand's history and is the North Island's largest operating gold and silver mine today. The route instructions provided the opportunity of a small detour to view this wonder.

Karangahake Gorge, yet another area steeped in mining history, channeled riders back to Paeroa and then to Te Aroha and subsequently along the foothills of the Kaimai Ranges. At the southern end of the range, many followed the advice of the guide and rode to the lookout at the top of the road over to Tauranga and viewed the Matamata Plains, which was once the route of the Waikato River. Once the Mamaku Ranges had been traversed it was a downhill run into Rotorua and for some, their interpretation of the route instructions provided more exploring of the city than others. However everyone was eventually accommodated and that evening all enjoyed a meal at the Ngongataha Rugby League Club.

Breakfast on Friday morning was at the same venue and soon after everyone was fed and happy, they started heading off on the journey of the day which was to the

Tongariro National Park. State Highway 30 is a great road that rolls and winds Westward from Rotorua to meet up with SH1 and then continue on it's westerly direction to wander along next to Lake Whakamaru. After crossing the dam almost everyone congregated outside the café and dairy for refreshment and then headed south on one of those minor roads that remind us why we like motorcycling (motoring in general actually).

A number of people allowed themselves enough time to stop off in Tokaanu to take pleasure in a swim in the hot pools and then carried on over the Pihanga Saddle entering the 75,000ha Tongariro National Park, a dual World Heritage area, through a mysterious and lovely stand of moss covered Rimu and then down on past Lake Rotoaira and to pass the mountains at the heart of the park, Tongariro (northernmost), Ngauruhoe, and Ruapehu, the latter being two of the most active composite volcanoes in the world. As it was mid afternoon when everyone had arrived, a large number decided to take benefit from the glorious day and ride to The Top of the Bruce instead of waiting till the next morning.

That evening buses transported entrants up to the Grand Chateau where we had a fantastic dinner in the Ruapehu Room. The evening was most notable for the compliments and praise heaped on the organisers and helpers including a round of "For he's a jolly good fellow" lavished on organising chairman, Bob Hayton.

Saturday morning the remainder ascended the road up the mountain, with some opting for a sightseeing ride up the chairlifts as well, even though the cloud cover had come down over the summit making it rather cold up there. The only difficulty in riding back down the road is to not be distracted by the amazing views that are to be had of the landscape and even the terrain adjacent to the road. It was just this unique aspect of the area that

attracted Peter Jackson to use the location in filming the *Lord of the Rings* trilogy.

From the mountains it was on to Taumaranui where the King Country Branch provided a fantastic lunch at their clubrooms and then on to Te Kuiti using SH4 and one more of those splendid minor roads. From there it wasn't far to the next stopover at Waitomo where a few of the early arrivals headed off to have a go at black water rafting and then later in the evening a large number went on a tour of the glow worm caves. That evening the Tavern had an influx of visitors that tested their catering capabilities and the cricket showing on the big screen revealed the Aussies traveling in the group.

Like all the days before it, Sunday morning shaped up true to name and the last of the communal breakfasts was served in the lovely grounds of the holiday park. Soon after this a large contingent of entrants left us to head southward for their homes while the rest readied themselves for the last leg back to Cambridge. This was achieved by using yet more of those minor roads that had become a feature of the week. Harry and Nel de Boer had to put the Indian on the ute today as it suffered an oiling problem along the way but other than that there were no problems.

Once back at our original departure point of the Waikato clubrooms, everyone was refueled by a fantastic barbecue lunch provided by the host branch and after packing luggage in vehicles, some bikes on trailers and some in vans, everyone departed for a more mundane life back in their real worlds with, by all accounts, nothing but valuable memories and photos of the week spent riding old bikes on roads many had never ridden, to places many had never been before. But after all, isn't that one of the main reasons we are involved in this "sport" anyway!

bw

Wally and Rosalene Hunt on their AJS vee twin.



Lunch stop at Fletcher Bay, Coromandel.



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Spring shackles, ignition parts, bulbs and sealed beams, spark-plugs and coils, engine bearings, engine mountings, head gasket/sets, pistons and valves, timing chains and gears, flywheel ring gears, tyres, carburettors, magnetos, etc, or all makes and models, especially: Austin, Chevrolet, Chrysler, Essex, Ford, Hillman, Morris, Standard, Vauxhall.

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LAUREL OVERHEAD CONVERSION 16 valve complete. Ruckstell 2 speed unit complete \$2,000 ono. Many clean Model A and T parts. Phone 06 368 3472. mem.

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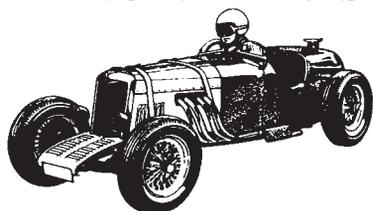


**VINTAGE TRUNKS** as seen in Issue 201, page 17. Leather trim, waterproof, stock size or made to your measurements. Phone/Fax Allan on 06 844 3959 or 025 469 331 to discuss your requirements. Allan Jones Joinery, Napier. Member.



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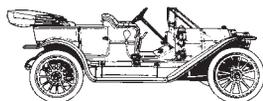
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Don't forget to notify National Office if you have changed your address or sold/purchased any vehicles.

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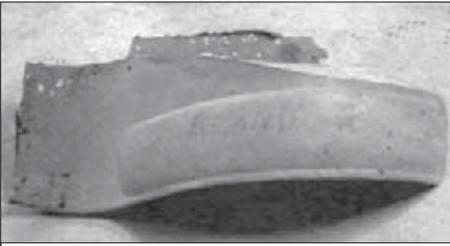


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ARIEL COLT 1954-60 complete gearbox or parts. Also need 1952 VH500 rear mudguard. Contact Steve, phone 03 732 4552.

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FOR 1918 INDIAN POWERPLUS, I have a chassis, now require scaled plans, specifications, photos or sales brochure of Indian sidechair, export model. Also fittings for body, door latch, folding footrest, hoodbows electric sidelight. Terry Meadows, PO Box 37-147, Christchurch, NZ. Phone 03 322 5525, fax 03 322 8177. Mem.

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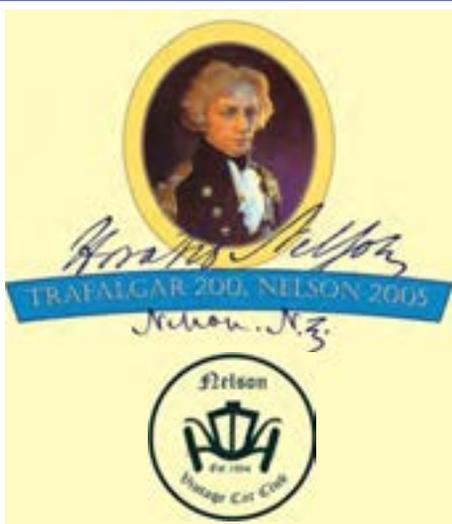
## 7\*, 8, 9 OCTOBER 2005

Join us on this fun weekend and visit the Mecca of Vintage Motoring of New Zealand For information, enquiries and bookings write: "Swap Meet" PO Box 5279, Christchurch or Phone Kay 03 352-5217. **Please note:** sites not paid for by due date will be reallocated. No ATM or EFTPOS facilities available. No Dogs. ROAR.

PUBLIC DAYS 8, 9 OCTOBER: 9am - 4:30pm. Adults \$5, all accompanied school children free.

**\* 7 OCTOBER  
Member's Day**

Admission to the swapmeet on Members Day is by current VCC Membership card or site holders ticket only.  
Admission for those people accompanying a VCC member is \$10 per person.



## TRAFALGAR 200 NELSON BRANCH VCC NZ INC

### Biennial Rally

Nelson Branch invites all VCC members and supporters to join them in celebrating the Bicentenary of Lord Nelson's Battle of Trafalgar.

### Labour Weekend 22-24 October 2005

Programme  
Saturday 22pm Registration  
Noggin & Natter  
Sunday 23 Rally Day and Dinner  
Monday 24 Farewell

For further information  
Jim Wareing Ph/Fax 03 544 9998  
Email: jimnkyra@xtra.co.nz  
Rob Thompson Ph/Fax 03 547 5120  
email: robkaren@ts.co.nz

Be there!! Don't miss this one!!  
Book early - Nelson will be busy

*Aye Aye Captain*

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24 AND 25 SEPTEMBER 2005



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BRANCH**

IN CONJUNCTION WITH H.B. CAR CLUB

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Historic Te Onepu on Saturday & Scenic Pukeora on Sunday

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PO Box 3406, Hastings

or phone Pat Bren or  
Mike Stuart 06 844 4265 or  
email: easports@atrix.co.nz



**VCC NZ INC  
OTAGO BRANCH**

**52<sup>ND</sup>  
2006**

## DUNEDIN – BRIGHTON RUN

29 January

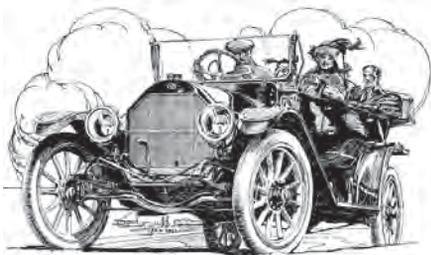
**also 2<sup>ND</sup> Founders Prince Henry Tour 31 January – 2 February 2006**

To cater for Veteran vehicles travelling north at the conclusion of the 2006 Vero Rally, the 52nd Dunedin – Brighton Run will be held on Sunday 29th January 2006. An interesting day's Veteran motoring, and field tests are planned, followed by a prizegiving dinner. On Tuesday 31st January, the 2nd Founders Prince Henry Tour, leaves Dunedin, bound for Timaru over three days. This tour is for the Veteran motoring enthusiast over wonderful North Otago and South Canterbury roads, visiting towns, buildings and sites of a by-gone era. These events precede the Centennial Commemoration of the first cars to Mt Cook event at Timaru, 4th – 6th February.

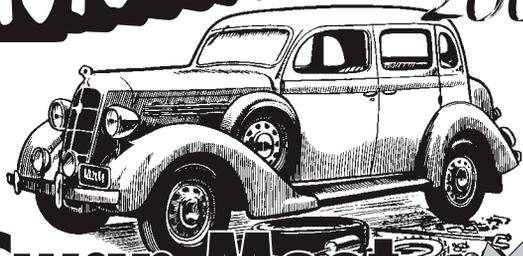
**ENTRY FORMS AVAILABLE NOW**

Contact: Branch Secretary: Mrs Marion McConachie  
P O Box 5352, Dunedin (03) 453 0404  
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OR Tour Director: Mr John Gray  
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Entries close 16th December 2005



# DUNEDIN AUTOSPECTACULAR 2005



## Swap Meet & Car Show

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Under 5 FREE

Ngai Tahu Sports Centre Cnr Portsmouth Drive & Midland St

**Saturday 9th July 2005  
9am - 4pm**

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Ford Rods, Street Cars, Utes  
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Saturday November 5th  
2005**

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Optional excursion via the Gentle Annie route to Taihape or the Eastwood Hills tree sanctuary.  
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## Ashburton

Roger Hart

In his report for the last Branch mag, Chairman Vern Ellis noted "Our clocks have been turned back an hour, the days are getting shorter and the motoring season is drawing to an end." He then commented on recent club runs and events but for some reason seemed to forget mentioning events that arose during the Easter Rally at Timaru which 16 local cars attended including Vern and Phyllis in their Chrysler. After a bit of bad luck with the starter motor Vern removed said starter and drove back to Ashburton by other means to repair it. Of course, he changed his clothes to do this and remained dressed accordingly to refit the starter on his return to Timaru. All done, but where were Chrysler keys to fire it up – at home in Ashburton of course!

In keeping with the status quo in the Beehive, our local ladies have been rather busy. Forty-three of them converged on Christchurch by bus for a very full day during the Festival of Flowers and Romance. (after this some reckon their blokes are going to be sent to the Festival next year for re-education in matters of romance)

The ladies subsequently organised a run to end up at the Wright family's very interesting museum on their farm at Lauriston.

Steve Gieling's run to Terrace Downs in the Rakaia Gorge had twenty cars attend. At the same time four branch members were in the same area after overnighting at Lake Coleridge Lodge on a Triumph TR run.

During Club Captain Gary Hawke's Night Trial, it was rumoured that some drivers who are used to driving on familiar roads in daylight, can in the hours of darkness, Les (sorry Les that should read lose) their bearings!

Amongst the 398 vehicles recorded as owned by local club members there are, 52 Fords, 29 Austins, 26 Chevrolets, 18 Dodges and 10 Chryslers.

Welcome to new members – Henry and Joy Green and their 1948 Rolls-Royce, and Ross and Lorraine Miller with their 1957 Vauxhall.

## Auckland

John Stokes

Motorcycles: Don Green riding his 1916 Triumph took first Veteran at the National Motorcycle Rally and also was awarded oldest bike on the Taupo Napier Mail Run. Paul Tomlin on his 1925 Harley Davidson was placed well at the National Motorcycle Rally and Leo Fowler took first Post Vintage on his 1942 Indian. Brian Carkeek has been given a trophy for his contributions to the Matchless AJS register. Bob Masters had a very eventful National Motorcycle Rally on his 1914 Clyno. He received some sort of

heroes award and should write a full *Beaded Wheels* article about his experiences.

Commercial: Don Johnson has started work on his 1937 NZ bodied Chevrolet van, however the purchase of a 1949 Ford Bonus Built kitset may impede the work. George Haffenden is looking for more Landrovers.

Vintage: Your scribe together with Paul and Carol Fussy attended Waikato's Vintage Venture in their Whippet 96A tourers. Our own Vintage Muster brought out nearly forty entrants for Russell and Jocelyn McAlpine's well-organised run in scenic north-west Auckland. We travelled from Oratia to Shelley Beach and back to Whenuapai. The Fussesys won overall in the Whippet 96A while Rodger and Val Ball won the fast class using Mark McAlpines '28 Model A pickup. It was very good to see Roger Morrison's 1924 Buick four tourer out and this should be a strong car once a couple of teething things are sorted. Roy Sharman entered both a 1927 Model T tourer and a 1927 Humber 9/20hp. The Model T had some electrical problems and the Humber had to work hard with four up. It is most pleasing to see both these cars back in action after many years of museum storage. Errol McAlpine's 1928 Ford Model A tourer was the only new restoration noted on the day.

Dereck Dixon's 1926 Alvis 12/50 Ducksback is progressing with the bonnet and mudguards being made and nickel plating underway.

PV PW: Brian Barclay's 1934 Plymouth is ready for paint and upholstery, while Roy Sharman has added a 1934 Sunbeam, ex the former Waihi museum, to his collection. George Haffenden has sold his 1951 Armstrong Siddeley, presumably to fund more Landrovers.

New People: These are Nigel Foster 1939 Austin Cambridge, Richard Frewin 1938 Austin 12/4, Wim Le Roy, three post '60 Lancias plus a 1960 Alfa Romeo Giulietta, Martin and Carol Walker have a 1956 Daimler Century Mk II, Tim Sullivan is still looking for a vehicle and Mark McAlpine has rejoined with his '28 Model A pickup and '52 Ford Prefect.

General: The painting of the clubrooms is finished. A successful afternoon tea to recall our one time "Ladies Section" was held.

Dick Langridge is building a new museum to hold his largely Rolls-Royce collection at Brookby.

## Bay of Plenty

Jim Webb

A small contingent of older cars and members paid a visit to the Tauranga Carruth Care Centre, on 24 February, to display their vehicles to the elderly folk. There were seven cars and twenty-one

patients to talk of bygone years and say, 'Yes! We had one of those!' They loved the open tourers like Lin and Joan Aitken's 23 Chevrolet Tourer and an awesome red sports car was 'just the gears'!

A half-day run from Te Puke on 27 February, organised by President Ray, was certainly well patronized. Upwards of twenty-five cars participated on country roads through Maketu and Pongakawa Valley over rolling hillsides, along Old Coach Road, and it finally brought us out to Lake Rotoiti, where a shady spot was found for afternoon tea. It was pleasing to see many new members, with their cars, sitting round joining in the discussion held on recent club happenings. President Ray gave us a run down on an away run apparently not planned officially.

On 16 March our Club Rally took us to Ian and Lorris McAllister's ten-acre property in the Kaitemako Road area, 560 feet above sea level. It took in virgin bush, a flowing stream and a bushwalk to a forty-foot waterfall. Our hosts showed a video of the house which they had built themselves and their property and the improvements. A drawcard was Brian Dobson's 1913 Brass Model T. A beautiful restoration with an interesting history, it began life in Nelson, was cut down in the forties to a truck or ute, with the rear half body put carefully away and stored in a barn. Retained and reclaimed forty years later and replaced! Is it any wonder it fitted like a glove? With its three pedals clearly embossed to remind the driver what he is putting his foot on. This Ford stood supreme and created much interest.

Our treasurer, John Hepburn's rally on 20 March, with street names relating to older cars of the fifties, sixties and seventies, was a new innovation compared with our usual rallying instructions and they worked comparatively well. Some 23 competing cars drove through the busiest part of the city of Tauranga with red cones diverting us in all directions. Later, through thousands of holidaymakers along Marine parade near the ocean beach, we were smiled at, waved and cheered at, with some toots and klaxon horns blaring to add to the amusement. Next, the real climax to our afternoon run was the climb up Reid's Road, through a twisting 'chicanery' to great heights, with a wonderful view of Mayor Island and the Pacific Ocean. Well done John and Helen.

We often discuss the shortage of real Vintage cars on runs but for this outing that was not true. To mention a few real Vintages: Clive Taylor in his 1922 Alvis tourer; Lin and Joan Aitken in their 1923 Chevrolet tourer; Kevin Smith and Jocelyn in a 1922

Studebaker Coupe, Joe and Jill Scott in their 1931 Ford "Vicky A", Rob and Ruth Taylor in a 1928 Ford Pickup and Jack Hoven and Jennie in their 1929 Studebaker Sedan. True Vintage cars in all respects!

A new restoration in our ranks on this day was Lindsay and Wendy Mackereth's 1935 Plymouth Coupe, which looks well. Spare wheel on the boot lid, dickie seat with son Jarrod looking proud, and personalized plates "DADS35" to suit: a neat restoration and a credit to you both. Finally we wound up at Tye Park in pleasant surroundings and perfect summer weather for afternoon tea and the usual discussion about the rally.

### Canterbury Tony Becker

Canterbury Branch hosted the 40th reunion of the Haast International Rally of 1965 with that good time recalled by the many rallyists attending. The reunion was organised by Gay and Brian Goodman who were among the youngest taking part in the original. Speaking of originals, many made it back to Christchurch for the Reunion, some from Invercargill and Auckland. Not only that, 16 turned up in their original Haast Rally cars, Gay and Brian among these! At a meet-and-greet on the Saturday, the cameras came out to record the historic gathering of vehicles and rally members. A commemorative run to Fairlie from the original old Addington Showgrounds site marked the much enjoyed weekend held on the anniversary of that event.

The same Saturday was Boot Fair day, an ideal opportunity to lure extra attention to the perpetual problems of getting rid of, or searching out for, those precious bits and pieces.

Veteran owners of Canterbury Branch were given the novel opportunity to do the famous London to Brighton Rally once again. Though rather less grand than its more established namesake, the run from London Street, Christchurch to New Brighton proved just as much fun for those who made the effort. Taking them via Brooklands, organisers Rod and Andrea Hayes had arranged with the New Brighton Workingmen's Club to use their sundeck on Marine Parade. This made an excellent picnic spot with more than a few ruddy faces by the days end.

Sally Kirk was in charge of the P Group Annual Rally that attracted over 60 entries. Her rally started in rain with 40 cars but soon ran into fine conditions at Lake Crichton. Successful members on the day were Overall Duncan Gunter, 1934 Chev with George Cambell 1964 Hillman second and Peter Munro 1963 Austin Cooper third. Concours winner was Maureen and Mark

Morrisons 1934 Chevrolet with Don le Comte 1952 Citroen and Branch Chairman Lyndsey Saunders 1939 Ford V8 taking the placings.

The motorcycle section's annual Jim Toohey Run rode to Waiau, but took the short-cut via Kaikoura on a fine weather weekend. They also rode their small stuff (scooters and under 250cc) round the old Cust circuit on their April ramble to Oxford which ended convivially at Redwood.

### Central Otago John Loudon

Our members have been busy lately. We have been on two wine tours around the Arrowtown and Cromwell wineries. We encouraged people to sample and then take more home so they could try them and not have to drive anywhere afterwards.

The Gore Festival Rally had some Central participants including a couple of wives joining in. A second moped rally has also taken place, held at Lindsay Wilkies at Earnsclough. This was attended by 20 blue smoke and pedals entrants of various ages and types, both people and machines. Lindsay has a large collection of toys very well displayed for people to drool over. The selection of models includes matchbox of all types, Fun-Ho, Tonka etc.

Graham Stanton of Cromwell was a guest speaker recently and he brought along a selection of larger models that he has built up over the years. These included Rolls-Royce, Bugatti, Mercedes etc all very well done with hundreds of parts in each to assemble, down to wind up windows and even gears in the gear boxes. His vehicles are a Vanguard Estate and a Rover, both bought new and used as everyday transport. No Jap rice buggies here.

There was a good turn out for the Art Deco event held at Ranfurly in February. This year Marg Matheson had included a run on Saturday morning with a picnic lunch at Naseby before a procession through the town. Visitors from Oamaru and Dunedin joined in to give a good cross section of vehicles involved.

Rob Boulton from Queenstown is restoring the Frank Shuter Special Racing Car and he gave us a very interesting run down on it at a recent meeting. Some of the problems involved are sourcing the correct period parts as it was made up of parts from various makes at the time.

We hosted the South Island Club Captain's Tour group recently with a pea pie and pud meal which was well received and thanks go to the girls in the kitchen for this. The tour leader Dianne Ross had a well organized route sorted with lots of interesting places to visit and things to see and do.

Four of our members joined them for the remainder of the tour south and finished in South Canterbury the following week.

Barry (Tiger) Lyons, an ex-Southland Branch member, spoke on his life as an auto electrician with his own shop in Invercargill for many years. Some of his early and later experiences with jobs and places visited all presented with his gift of the gab kept us entertained.

Cheers to all and good motoring.

### Eastern Bay Of Plenty Sue Moore

In February about ten cars made a picnic run over to the Hamurana Truck & Tractor day at Ngongotaha. It was a long hot drive through the Manawahe Road route but all agreed it was worth the effort.

Ken and Elaine Proffit planned a great afternoon run in March starting with a Straight Line Navigation followed with a section of cryptic questions. It was disappointing to see so few cars turn up for the start, especially when so much work had gone into it, but those who did had a stimulating afternoon!

April 9 was the day of our annual East Coast Rally with 42 cars entered from the Bay of Plenty, Rotorua, Taupo, Waikato and Auckland regions. The morning route covered over 90 miles of driving through interesting country ranging from the Matahina Dam, forestry and bush through to Kawerau, where a section of straight line navigation was included, and then across the plains to the scenic McIvor Road up to Manawahe, and back down to the coast via the Herepuru Road (that is – if you took the correct turning!) The 45 minute lunch stop at the Awakaponga Hall was included in the afternoon timed section so one had to be prompt with the "get-away" after eating.

The evening meal and prize-giving was a little different this year with the power going off and on again several times during the dessert, and before the final mouthfuls were swallowed we succumbed to complete and total darkness! However, with the innovative help of torches, lamps and car headlights the prizes were given out as normal! The main winners of the day were:

#### Vintage

Dennis & Pat Burr, Rotorua 1928 Plymouth

#### Post Vintage

John & Shirley Foot, Waikato 1937 Buick

#### Post War

Paul & Carol Fussey, Akld 1957 MG A

#### Post 60

Warren & Joyce Duggan, BOP 1971 Morris

#### Commercial

Fergus & Sam King, EBOP 1928 Ford Truck

**1st Overall Trophy**

Paul &amp; Carol Fussey

**Tom Gibbons Memorial Trophy**

for 1st EBOP member:

Fergus &amp; Sam King

**Team Trophy went to E B O P with:**

Fergus &amp; Sam King

1928 Ford Truck

Barry Keene &amp; Glen Baker

1926 Willys Knight

Ken &amp; Elaine Proffit

1950 Bradford Van

**Far North****Dave Duirs**

The annual camp-over with the Dargaville folk had us motor down to Red Hill camp at Glink's Gulley west of Te Kopuru and south of Dargaville remote, rugged and romantic! Those able to get there before dark had a go at getting tuatua without success and we all settled comfortably for the night.

We woke to the smell of bacon to spur on the spirits as we had fishing on the agenda which meant quite a hike over the sand dunes or a 4x4 ride for the cunning. Unfortunately the sea proved too rough but some did brave the waves and others walked the sand. Getting back through the dunes proved a challenge and test of pushing power.

In the afternoon 4x4s were hitched up and we were treated to a drive from Glink's Gulley along the beach towards Bayley's beach under the splendor of the amazing sandstone cliffs back into beautiful, but very dry, dairy farms. The evening included the old piano keys getting a hammering and our legs likewise, from the dancing to great old tunes. The very prestigious trophy, an old billy can no less, was presented to the victorious Far North contingent.

Ruth Reid and Gordon Matthews planned a low key scenic tour from Mangonui by seven cars, through Mill Bay, Coopers Beach, Cable Bay and Taipa to Reid's Beach at Aurere where some tricky tasks and memory teasers had to be tackled before relaxing with a barbecue by the sea.

Our big event for this time of year was the Brian Parker Memorial Rally ably organised by Murray and June Baird, which attracted some thirty vehicles, some of which came considerable distances. The day began at Kaeo with a Show and Shine judged by our Mayor and this was won by the Grahams from Whangarei with their Morris Eight, a great feat as this vehicle is well used on all sorts of roads. Navigation and silent checks took the crews through Otongaroa, Kenana, Fern Flat and back to the club rooms for lunch. The route then made its way through the hilly back country to Kaitaia with a five mile timed section (five miles at 20mph) followed by a straight line navigation section "that horrible thing" as one new member described it. Back at the clubrooms the folks dined well followed by the official bit which had Richard and Vicky Clark the victors

assisted by Robin and Lorraine Parker as navigators. Our thanks to the organisers and our many generous sponsors for another great day's motoring.

Our Vehicle Identity team have been hard at it keeping ahead of the paper work and we are grateful for the time they give.

The noggin and natter was a great night out with a good many having come quite some distance. A great pot-luck dinner was followed by a run of housie which had the amazing effect of bringing absolute silence over the tables with the huge concentration required to place those little chips on the numbers! However, as the skills of the callers and the players improved the place began to hum again. Perhaps a game of lotto at the beginning of each Parliamentary session could bring the rabble to heel!

**Gisborne****Rodney Clague**

It was a quiet start to 2005 as we had closed shop for January. The first event was the Neil Peterson Trophy Run organised by Gail Menzies with back-up supplied by Mike Little. The run started in Nuhaka and after a few questions, some of which took some entrants three quarters of an hour to answer, we arrived on to Mahia Beach for lunch. There were more questions and even the local residents were getting dizzy watching us going round in circles looking for answers. We finished at Mahanga Beach for afternoon tea. The weather was very hot but the day was most enjoyable.

The March run was organised by Ron and Dorothy Hopps and took us through Patutahi to Te Karaka and back to Ormond where we were able to view a landfill area create by Trevor Jukes. This was an interesting exercise especially when we were told of the variety of requirements needed to make it environmentally friendly. The run finished at the Hopps' home where Dorothy and her team of helpers put on an afternoon tea to feed an army. We were also able to view a few exotic vehicles including Warwick Hickling's Jaguar XK120 Coupe and an ex-Ken Smith Elva Formula Junior racing car being restored by one of our high profile businessmen.

Our members have been participating in events around the North Island in recent weeks with Mike Little, Gail Menzies, Barry and Pam Hilton attending the 19th National Motorcycle Rally at Cambridge; Ray and Janet Squires at the North Island Easter Rally at Horowhenua; David Clark, Tony Bartlett and family attending the Ford A Rally at Hastings; Terry and Jocelyn Wood, Graeme and Nola Revell, Tony and Gavin Bartlett and Rodney and Ariel Clague at the Hawke's Bay Commercial Campout at Bay View where 14 year old Gavin Barlett

acquired a 1955 MO Morris Cowley from a neighbouring property at the price a student can afford, nil. He has had it running and hopes to be able to use it to get his driver's licence. Terry Wood and his team of helpers have finally completed the interior refurbishment of our clubrooms with the kitchen area now finished with new lino on the floor and new pointwork and wallpaper around the walls. A new emergency door has been fitted. Proposals for the future include strengthening the mezzanine floor in the parts shed and extending the library area.

**Hawke's Bay****Rod McKenzie**

The Hawke's Bay Branch was well represented at the recently completed TTT Tour around the central North Island. Four cars out of a total of seventeen entries, were entered for this Veterans only tour, over a week in April, touring around the thermal area of the volcanic plateau. Rob Knight, our North Island Club Captain, together with his wife Pat, put together a most interesting week, and also completed the event in their 1906 Alldays. This will be further reported on in an upcoming issue.

The Hawke's Bay district was again the host for another club event when the Model A Ford Club held their bi-annual rally here over Easter. Many members of our branch were called upon to assist with making the rally function, doing such duties as marshalling for our Ford Model A owning friends.

In early March Wayne and Shona Richards arranged a camping weekend away staying at the Tautane Station shearer's quarters on the southern coast of Hawke's Bay. Numerous crews with the necessary requirement of "running boards" attended with some hilarity at the evening function when Mike Perry and others performed. Mike and his trusty banjo are an item not to miss if you ever get to see him in action. Other musical items included a midnight sonata in our dormitory by three well-tuned snorers, one of whom insisted that he had been selected to snore for New Zealand in some sleeping championship somewhere! The next day 30 or more weary souls made their way via Wimbledon and Mangaorapa over the Te Uri Road to Ormondville for lunch. It was a laid back and fun weekend event.

Martin Weir celebrated 50 years with the VCC movement and will be presented with his 50 year badge later this year.

Our Annual Safari Rally at Labour Weekend will be going to Taihape over the "Gentle Annie" route. If you would like to enter this event, get cracking and book now, as accomodation may well be at a premium. It is some years since our branch went on Safari to Taihape and some of the old stories

make good tales. Being in the central North Island makes the rally accessible for many other branches.

Much general maintenance has started in the sheds for the winter, with new upholstery being planned, mechanical work and painting tidy-ups being the order of the day. Then we will all be set for another great summer, and can only hope that next year is as kind to Vintage motorists as has been the last one.

### Horowhenua Nightingale

Peter

Because

of two unexpected trips to hospital my contributions of the Horowhenua Branch notes have not appeared in the last couple of issues. However things have been all go for the branch with a lot of good things happening.

Hawkes Bay Art Deco was attended by some members and Wilf Milner gave an exciting report at our last meeting. Those who went are keen to return. Manawatu's Ruahine Ramble again saw Horowhenua members out of our area with the big prize coming home with the Hulls.

Ray Ivin continues to improve and at nearly 80 is fighting to get his licence back after his stroke last year. He also attended the reunion of the Haast rally. He tells me that he has a lot of Model A parts for sale. Merv Ludlows Regal is now blue and the motor together again. Jeff Fox is also on the mend after a grind wheel disintegrated and parts lodged in his neck and hand. A very close go.

Some members and cars spent a month in Wellington with the filming of King Kong. Lots of interesting stories came out of this and it was described as a unique experience.

Then there was the Ted Green Motorcycle Rally followed by a very successful Swap Meet and a week later the North Island National Easter Rally. The event was very good with 87 entrants participating and a number of new ideas were tried out at the gymkhana in Foxton. A double decker bus ran a shuttle service to the Foxton fair with 10,000 attending that event. The bus trip for those who wanted to tour the district included a visit to a popular café and museum – Clydesdale. I have to take my hat off to Alton and Leah Harrison and the organising committee for a great weekend and an enjoyable rally.

A final note for this report, on a Saturday night ten cars had a barbecue at the local A & P Showgrounds and watched the spectacular light up of 13 balloons at the Horowhenua Balloon Fiesta. It is reported that 18,000 people attended.

### Manawatu

March club night was a well attended AGM. The committee, apart from Dennis Milne and Rob Knight who wished to stand down were all returned and added were Alistair Howard and Chris Duffy. Dave Livingston is our new Club Captain. Gary Millar was thanked for all the hours he spends in maintenance and wedding bookings for the clubrooms. On 19 March members enjoyed a run through Broadlands Station owned by Hugh Akers and later admired Hugh's museum of family history including a three wheel Emerson tractor. A barbecue was enjoyed at the home of our *Tourer* editors Brian and Shona Burrough. The 40th Ruahine Ramble was a great success, thanks to Roy Haywood and Denis Milne. Once again several friends from the Military Vehicles Collectors Club joined the 40 vehicles. Missing were Jim and Gladys Spall who were celebrating their Golden Wedding Anniversary. Results are.

#### Overall Winner

Peter & Margaret Hull Levin 1952 Ford Prefect.

#### Road section

Allan & Suzanne Hardacre 1923 Dodge Tourer.

#### Vintage -

Alistair & Mary Howard - 1928 Essex,

#### PV

1= Brian and Shona Burrough 1935 Austin 7  
Dave & Liz Livingston 1933 Austin 12.

#### PWV -

Terry & Sally Reed Triumph Stag.

#### Furtherest distance travelled

Ken & Judy Fortser, Waikato -Ford A Truck.

#### Hard Luck Trophy -

Ian Rowden (puncture) 1925 Oakland.

#### "Bunny Award"

Peter & Caroline Noaro (horribly lost!) Ford A

Welcome to new member Paul Lea from Pahiatua with his 1938 Chevrolet Sedan. On 17 April ten cars met at Allan Hardacre's home to enjoy the Palmerston North to Foxton Railway Run. After a visit to view the re-restoration of John Callesen's 1918 Cadillac the members stopped at the old Karere railway Platform and then on to Foxton to enjoy the Flax Museum.

At the April Club meeting Rob Knight spoke about the Veteran run that he and Lachlan Scott recently enjoyed. This was followed by Graeme McGrath from Electroplating Manawatu. Graeme's week was three days with zinc plating the other three on chrome plating. Graeme explained that the end result was the product of many hours of preparation.

### Marlborough

James McKenzie

As this is written at the end of April, Marlborough is still basking under clear blue skies with grape harvesters working night and day bringing in a bountiful harvest and owners of open top cars still enjoying driving

in sleeveless shirts and shorts. This was most evident when some 42 cars belonging to the Classic Motoring Society of Nelson gathered here before enjoying a run to Marfell's Beach and onto Cape Campbell lighthouse which can only be accessed with permission through private farmland. The drive and views are breathtaking.

The Tapawera weekend run was most enjoyable for the occupants of the 20 cars. After leaving Patcher's Green in perfect weather, we regrouped for morning smoko on the shores of Lake Rotoiti sharing our food with a few sandflies. Our hosts for the weekend, Don and Kaye Register, met us driving their Oakland at the Kawatiri Junction and then onto the old railway track and station at Glenhope. This is on private property and we were privileged to have the opportunity. From there it was on to the indescribable but fabulous house, gardens and lake created by Jean and Paul Woods where we luxuriated in these beautiful surroundings eating our lunch. Following the old railway which took us through some new and interesting countryside along the dry weather road to Don and Kay's farm for afternoon tea before the pleasant drive onto Tapawera and the Crossroads Camping Grounds where most of the group stayed. Next morning we were off to the Kawatiri Junction via the main road before turning onto the Lake Rotoroa Road and then the scenic Braeburn Track, through hills and fords on our way to Murchison for lunch and a browse through the museum and second-hand shop. A return to our accommodation for a great night of dining and entertainment. Even the long lost garter was presented to a member for a serious misdemeanour.

Patchett's Green was a hive of activity on 24 March for the running of the Events Trophy, and as well a number of cars were processed by our certifiers for the Vehicle Identity Cards. The table was covered with many interesting items for identifying, really tested the memory and extended the grey matter and imagination.

Great to have so many members contributing to the fitting out of our new shed. Benches are being made and painted, ditches being dug, power and telephone cables laid, truck loads of soil for fill, leveled, raked and sown out with grass. A brilliant team effort.

Classic Fighters Air Show. What a great event this has become putting Marlborough on the international aviation map. Organisers of this event expressed their appreciation of the varied and interesting display of Vintage cars and motorcycles organised by our branch.

The Night Trial Trophy was enthusiastically entered into by 14 cars, drivers and

navigators. Those driving low sports cars complained that the road signs are far too high to be seen or read.

The National Motor Cycle rally held at Cambridge was attended by nine of our intrepid members who also enjoy going on regular monthly excursions to mystery locations near Blenheim.

Planning is well underway for another monster Car Show on 18 September 2005.

Recently some of our members attended a major auction of the estate of an eclectic collector.

**Nelson** June Campbell

Thank you to Sharon Kennedy for writing the column for the last issue while I was away.

The John White Trophy for the Restoration of the Year was a three-way tie this year. Held at the Club meeting on 13 March at Founders Park, Nelson, the winners were by popular vote - John Miller and Jill Crossland (1962 Vauxhall Velox), John Stickney (1939 BSA Gold Star) and Des Plummer (1927 Austin Seven Chummy). Second place went to Graeme King with his 1970 E Jaguar. Hope you all get a sip out of that bottle of wine.

Club nights have been spent raiding a couple of members' garages. In February Ken Silke opened up his garage to enable members to inspect his latest restoration. This is a 1950 Citroen Light 15 which Ken is modernising for more comfortable cruising, as well as a later motor (same size as original, power steering, larger tyres etc.) March Club night was spent inspecting John Stickney's garage. John, like Ken has an interesting collection of cars and motor cycles. There was something of interest for everyone.

Good news to hear that Lois Inwood is back home after her lengthy period in hospital. Lois was the victim of a freak accident while they were on holiday at Christmas and we look forward to seeing her and Frank back at Club events.

Trevor and Jill Quinn would have been thrilled with the feature on their 1934 ASX Vauxhall coupe restoration in the last *Beaded Wheels*. We were first introduced to this vehicle (and the Quinns) about eight years ago, with the addition of their travelling companion "Little Allison" all parties have certainly aged well.

Several vehicles travelled down to Greymouth in March for the annual Scenicland Rally, Tim and Debbie McDowell driving their 1962 Austin Healey Sprite collected a prize for their recently obtained number plate (IMNOMG - I am an Austin Healey Sprite)). A small band attended the SI Easter Rally in Timaru and we under-

stand some lost their way in the Rally but that's par for the course!

**Northland** Austineer

As our Chairman recently reported this has been a busy month with lots of club events. It is April already and the year is flying.

The rescheduled April Look-In to view Neville Gavin's shed and the the Anawhata collection drew 25 plus people. Neville has a very good range of memorabilia, plus two rare Lincoln Zephyrs. The Anawata collection would rival the Southward Museum with volume, range and rarity of exhibits. He has the biggest range of Packards in the world. A large range of early earth moving machinery plus army vehicles. Then there are the motorbikes, traction engines and even a steam locomotive under restoration. Many items are national treasures. Quite an honour to get a conducted tour through all the large buildings.

Our Birthday Rally is coming up, thanks to the Holts for organising this. Other events on the calendar include the AGM, Dargaville Mother's Day Run, Northland Motorcycle Rally, and the 5 June End of Registration Run and final dinner. Numbers are up for Club events and more cars are being readied for the Invercargill event next year.

**North Otago** Tony Aker



*A Night Rally enjoyed by Northland branch members.*

The most significant local motoring item recently has been the North Otago Motorcycle Rally which was held on 16 April. A field of 37 riders from as far afield as Christchurch and Invercargill took part. This was an increase of over fifty percent on last years entries, an indication of the popularity this event has achieved. This was very satisfying to organiser Gerald Lych-Blosse who announced that he thought this would be his last rally due to ill health.

Gerald and his capable team are to be complimented on a job well done.

The run was held in fine mild conditions following a little drizzle the previous night which would have reduced the dust to some extent. Much of the event took place in the area bounded by Papakaio, Ngapara and Duntroon and a good ride was had by all.

One local rider commented that the concentration required to stay upright on the unsealed roads prevented him from fully appreciating the scenery.

The following day saw the Teapot Run (not surprisingly the trophy is an engraved teapot) take place. Fourteen club eligible vehicles took part, eight from Waimate and six local, and there were two or three moderns. We met the Waimate contingent at Glenavy before travelling over the Plains east of SH1 and around parts of the Oamaru urban area to arrive at the Clubrooms for afternoon tea and presentation of the trophy. While I was counting the vehicles Charlie Walsh of Oamaru was awarded the trophy. The run was untimed and neither Charlie nor I know what he had done to win the prize.

At the clubrooms the front steps have been replaced by a concrete approach ramp to provide easy wheelchair access to the building. This is a splendid structure and reflects great credit on the small team led by Keith Perry involved in the construction.

Ten North Otago club members and their vehicles entered the South Island Easter Rally in Timaru and brought home several awards. As usual a well organised weekend by South Canterbury with the Saturday Ascot Night and music being especially enjoyed.

**Otago** Arthur Bennett

Some very interesting activities have been organised by members. Sue and Bill Partell brought along a range of period clothing which matched the era of many early motor vehicles and gave tips on wearing period clothing. The evening was well supported by members. Another interesting night was to identify articles from various types of vehicles organised by Denis Johnston of Vauxhall fame. Naturally most of the parts were Vauxhall although one real stumper was an oil drum wrench owned by David Cunningham. It looked like something an octopus would own or a paddle wheel for a Merry Go Round. The South Island Club Captain's run were hosted to a finger food meal and get together which was appreciated by local members who took the chance to meet the entrants (who also explored our Spares Dept.- successfully for some). The Annual Restoration Run has been held. This year members were given the chance to have their vehicles checked for their

vehicle identity card application by Chris Whelan at the lunch stop at Aramoana Domain, Otago Heads. The biggest get together was at our 2nd Annual Swap Meet held at Tahuna Park on 19 March where many sites included some interesting and rare parts for a variety of vehicles at bargain prices. Well worth a visit next year, out-of-towners mark it in your diary now. The day was supported by the local branch of the Vintage Austin Register and Flying A members of the Otago Branch. An unusual attraction was an Austin 7 powered Tractor owned by Alan Wilson. The Austin participation was part of 100 years of Austin celebrations. There was also a stationary engine display along with some early machinery. The event was well supported by the public.

It is with regret that we record the passing away of Jim McIntosh. A well respected and ardent club member. Jim was a keen Chevrolet fan. He and his wife Jennie had a stable of five, ranging from a 1926 Chev Superior Tourer to his Restoration of the 2004 Year car a 1952 Chevrolet Sedan. Members will miss his dry humour and we extend to the family our sincere condolences.

Upcoming are the AGM, Mid Winter Dinner & Old Time Dance and the National AGM at Cromwell.

## Rotorua

Doug Green

Our guest speaker in February was a WWII fighter pilot Jack Stafford who gave us an insight into flying planes during the war and how hard it was staying alive while protecting men on the ground. It was a privilege to have Jack speak to us.

Our annual Chairman's Run on Sunday the 20, had 30 entrants leaving the clubrooms and driving through Edgumbe to Ohope beach with lunch at the Maraetotara reserve. The afternoon visit to Paul Hendricke's private memorabilia collection gave all participants an opportunity to view his vast collection.

Nine cars travelled to Levin, picking up the Maxwells from Taupo, before travelling down the Desert Road to a lunch stop at Taihape before reaching our destination. The Rally was well set out, a stress free run with no silent checks and only ten acoustic questions. This gave participants time to take in the great scenery. The afternoon run was even better with a cruise by instruction back home from Foxton to Levin. The next day began in pouring rain but by the time we reached the Foxton racecourse the weather was perfect. The Gymkhana was a lot of fun and also stress free as it was organised by the Hot Rod Club. We have been to ten Easter Rallies now and I think

Fielding and Levin were the two top ones Doreen and I have been to, so great going Horowhenua.

Our local Night Run was interesting too, as it was with torches and bad headlights trying to find things you take for granted in daylight. We all got to Tarawera via straightline and questions and then back to the clubrooms for pudding and a cuppa. It is a different run after dark.

After selling his '38 Ford Sedan John Kirkland has purchased a nice original '37 Ford Sedan.

Club member Trevor Cocker gave us an interesting talk on WWII GMC. These GMCs were phased out in the 1980s when the trucks you see on the road today took over.

## Southland

Paul Rodmell

Recently a couple of school-kids tried to get into the Clubrooms to help themselves to some of the stored refreshments. Fortunately for the club, a passerby walking a dog rang the 111 system and the police were very quickly on the scene. The children ran off, leaving their school bags behind. The Branch Chairman is attending his first Family Group Conference, and the loading door has been made more secure.

The Restoration Run was held in fine sunny April weather. Disappointingly there were only two entrants in the competition. The 50 – 70 km long run enabled the newly restored vehicles the opportunity to be motored as well as other members simply enjoying a leisurely run.

Ray McCulloch was the winner of both the best mechanical and best overall restoration with his Triumph motorcycle. Ray says that it's the only vehicle he has restored for himself in almost 20 years. George and Jean Brown won a merit award for the presentation of their Humber 80.

The Restoration Rally was also used to host a number of Big Buddies with their smaller Buddies. The Big Buddies coordinator was most appreciative of the offer to host their people and although only a small number were able to attend on the Sunday, those who did really enjoyed themselves — especially George and Jean Brown, Alwyn McKenzie, Ray Tressler and Michael Weuston who acted as chauffeurs. Each of the five smaller buddies received a participation certificate as a memento of their time on the Rally

The Club had its share of success in the South Island Easter Rally. Three of our four Penzoil Team members were on the Adventure Route, and because of the misdirection of one rally instruction held out little hope of doing well in the team event. However, to their credit (and surprise) Tom McDonald, Ray Clearwater,

Dave Harris, and Jim Taylor, ably assisted by their navigators, won the Penzoil Team event for the first time since the last Easter Rally in Timaru in 1999. Ray Barron won first placing overall in the Vintage section with Jim Taylor being third overall, and Jim Wilson was placed second overall in the Post 60 section. Ray, a former Southland Branch member who recently transferred back to our branch, won the overall rally in his 1930 Chevrolet Roadster.

## South Canterbury

Bill Weir

Our Ladies Rally in January was a most enjoyable day. A high point in the event was the effort that the McIlraith-Bartlett-Risk group put in. The men were dressed elegantly, with the exception perhaps of Alanor Risk, his frock was a little frumpy to say the least. Alanor nearly caused a riot travelling down to the start at the clubrooms, when the Chev doing the usual column change trick jammed in gear. Alan had to get out free up the selectors in front of the marshalls and competitors in the



"Alanor" in action.

Triathlon being run at the same time.

An interesting route was planned by Club Captain and assistants via Hadlow, Tako, Totara Valley to Pioneer Park past Raincliff. A very pleasant spot for the men laying out the lunch.

We enjoyed the company of English visitors Bob and Mary Thomson. Theirs was an interesting story, for their 50th birthdays they had shipped their Bentley out to New Zealand for five week tour of the country. On



The Bentley belonging to English visitors Bob and Mary Thomson.

a previous visit they had been so impressed with our roads and lack of traffic that they had determined to bring their own car next time and meet up with club activities en route.

The Rally took a devious route through the west end of Timaru, out through Levels, Pleasant Point, Waitohi coming out at Orari down through Clandeboye and up into Rangitata Island, an area not used often for rallying but much more interesting



Early Model T and Chev parked at Rangitata during the Mid Island Rally.

now that the it is extensively irrigated and not empty and barren as it once was.

The destination was the Brodie Farm on Rangitata Island which has its own airstrip where the Brodies regularly host fly-ins by light aircraft and microlights, which was on the programme when the Rally arrived. Field tests on the property were run under the control of Ross and Trish Walkinshaw. After an hour or two over lunch we proceeded to the Rangitata Hall where afternoon tea and Prizegiving took place. Many thanks to Brian and Ngaire Webber for planning a Mid Island somewhat out of the usual format but very interesting days rallying.

### South Otago Mel Tapp

With Christmas behind us our branch was quick off the mark with our Weekender. This is held in February and this year we stayed at the Tautuku Youth Adventure Camp in the heart of the lovely Catlins area. Thirty adults and six children had a great weekend. There is plenty to see in this aea and a visit to the Curio Bay Petrified Forest and a visit to Don Jenks workshop where he showed members how he white metalled big end bearings and other acts of wizardry. Don has a 1927 Chev truck that in its heyday cruised around 35mph but somehow Don's vehicle is happy to cruise at nearer 55–60mph. In the evening a lovely meal was supplied by a local women's group. Next day was the opening of the newly sealed portion of the Southern Scenic Route and members joined in the parade of cars first through and took advantage of the barbecue put on by the Council.

Our 31st Motorcycle Rally was held on the 12 March with 27 entries including one lady. We enjoyed a lovely hot day

and although there was some gravel the surface was good. After morning tea we set out towards Lawrence over many back roads arriving at Gabriel's Gully. Time was allowed for riders to visit the museum and look around the historic town. Then back over the hill home to our clubrooms for a noggin natter and a meal.

### RALLY RESULTS

#### Vintage Class

Allan Budge 1930 BSA

#### Post Vintage

Ross Pringle 1941 Indian

#### Post War Vintage

Ron Gilbert 1957 Velocette Mac

#### Post 1960

Stuart McElrea 1970 Triumph Bonneville

#### American Bike

Ross Pringle 1941 Indian

#### Lady Rider

Kay Dellow 1960 BSA C15

#### Long Distance

Kay and Peter Dellow

#### Riders Choice

Murray Hamilton 1955 Ariel

#### Overall

Ron Gilbert 1957 Velocette Mac

### South Waikato John Lee

As this is my first report for the year you will see we have had a very quiet time in the South Waikato.

Welcome to the Club to Lex Thorne and Trevor and Marion Mitchell.

Our annual dinner was held at the Putaruru Hotel on 5 March. Guests from Rotorua, Waikato and Auckland Branches joined us and kept our Club Sherriff busy with his gold coin fines.

Visitors to our clubrooms have included motorcyclists from the South Island and President Leigh Craythorne.

Renovations to the club rooms have kept us busy with donated cobblestones, replacing cisterns in the toilets and renewing the post and rail fencing.

Our monthly meetings are attracting more members with numbers in the early thirties at our April meeting. New member Bryan Robinson attended and it was almost standing room only.

Nine members including Mike and Linley Mathis' newly acquired 1919 Essex, and a Chucks motorcycle attended Putarura's Water Festival.

During the month Peter Smit put aside his Ford Prefect 100E project to concentrate his efforts along with his wife Evelyn on their newly acquired 1928 Austin 12/4. Good luck Pete.

Seven club cars took part in the British European and American car show held on 3 April at the Te Awamutu Racecourse. With 300 vehicles on display, what a day. Most

enjoyable. A big thanks to the Waikato Club for a great outing.

### Taupo Jack Hindess

At our February meeting, club member, Barbara Turner told us about her Alaskan adventure when she wintered over near the Arctic Circle. Her experiences and pictures of the aurora borealis made for a very entertaining evening.

The annual rally attracted 34 entrants and was planned as a scenic run, rather than strictly competitive event. This enabled us to enjoy the rivers, dams, forest and rolling countryside that exists in the Taupo area. The run ended at Whakaipo Bay where we had lunch overlooking the Lake. The afternoon gymkhana had four disciplines to test the driver and navigator. Winners were

#### Vintage

Graham & June Mock 1925 Durant Tourer

#### Post Vintage

John & Shirley Foot 1937 Buick Series 40

#### Post War

Lester & Marie Strawbridge Jaguar Mark VII

#### Post 1960

Laurie Tyler & Rex Tindall 1961 Daimler SP 250

#### Commercial

Phil Menzies & Gai Armen 1947 Ford Jailbar

Clubnight in April saw us visit the Formula Challenge workshop in Taupo's industrial area. This company has designed and built a number of racing cars that give the impression of driving a F1 car. They own the cars and organise visits to the Taupo Racing Circuit where participants can drive a racing car and experience the magic normally enjoyed by seasoned professionals. The cars are all identical and are capable of a top speed of 230 km/hr, powered by a 150 BHP Suzuki GSxR 1100 cc engine. Their market is primarily for corporate team building or a special event activity.

### Taranaki Colin Johnston

We have just completed two annual branch events. The first was the 32nd Waitara Mini Vin tour and this year we had 26 entries. Again this popular event took entrants around the streets for a tour of Waitara before heading out into the rich north Taranaki farmlands and then headed south towards the back of Inglewood. Silent checks were used and Don Davis was the only entrant to find Essex proving it was out there. An enjoyable run was had by all. This years winner was Noel and Sheryl Thompson driving a 1949 Ford V8 ute with second place going to Ron and Margaret Ingram in a 1968 V W and third placing to Steven and Veronica Oliver in a 1930 Ford Model A.

The other event was the 40th Maunga- Moana Rally. This very popular rally was first held on 25 April 1964 and the name for the rally was de-

cided by running a competition and from those entries Maunga (mountain) Moana (sea) was selected. Entrants were made up of 20 assorted cars, one Veteran and 19 Vintage cars. In comparison to the 1964 Rally the 2003 rally totalled 111 entrants and was made up from three Veterans, 13 slow Vintage, 20 fast Vintage, 15 Post Vintage, 34 Post War, 23 Post 60, two commercial and one motorcycle. Eric Hodges is the only Taranaki member who entered the first Maunga-Moana rally and also entered the 40th Rally. From workers and members of the first rally there are only Des and Phyllis Cornwall, Des and Colleen Moore and Trevor Kearns still members and participating. Longest attending entrants from other clubs have been John and Jean Bayley and Alan and Eileen Roberts and family.

Recognition was made to these four entrants at the dinner and presentation of trophies on the Sunday night. This years Maunga-Moana attracted 77 entrants and was held in the South Taranaki town of Eltham with rally headquarters being at the Beautiful historic Town hall that was built in 1911. The rally was organised by Des and Phyllis Cornwall with a band of willing helpers and they all deserve hearty congratulations for a well run and enjoyable rally.

The overall winner of this event and winner of the Castle Cup and Findlay



Cars parked after the final check at the 40th annual Maunga-Moana Rally showing where the rally headquarters were at the historical Eltham Town Hall.



President of Taranaki branch Mr Des Cornwall (centre) and Jean and John Bayly Waikato cutting the 40th Annual Maunga-Moana Rally Birthday Cake

Trophy were Steven and Veronica Oliver in their 1915 Ford model T and it must be noted that they did not have a speedo on this car so huge congratulations to them on

their achievement. Veronica also won the Bowman-Bognuda cup for first Taranaki navigator. The Rally was run over some very interesting Taranaki roads out east of Stratford and Eltham and was approximately 97 miles. The weather had turned cold with some rain but plenty of sunshine in the afternoon and this 40th rally will be remembered and we look forward to the 50th.

### Waikato

Cazna Payne

Vintage Venture 3 March, organised by Russell and Rosie Hutcheson saw an excellent turnout of 37 cars (33 of which were from Waikato Branch) to enjoy the run. Places were –

#### Fast Vintage

- 1 C Storey (also first overall)
- 2 H & D Porteous
- 3 K & J Forster

#### Slow Vintage

- 1 K & K Neilson
- 2 S Clotworthy
- 3 B & L Cossey

The Waikato Branch stand at the National Motorshow was well supported by members and drew much public interest.

Mooloo Meander was a friendly and successful event with 55 starters and a combination of rallying and touring. First Overall and 1st Lady Rider was Rosanne Bright and 1st Waikato (and next year's plotter) Kees de Langen.

Kairangi Hillclimb was postponed this year, but will be rescheduled for 2006.

In May we have our annual 'Training Run' – a chance to polish up on rally skills for future rallies and the Double 50 on 4 and 5 June. Double 50 Rally Plotters Margaret Lovegrove and Claus Moller have based the event at Waikato Stadium and promise this touring/competitive rally will be suitable for Veterans also.

We welcome new *Venture* editor Don Norman, newly transferred to Waikato Branch, who is taking over the editorship from Ann O'Rorke after two years in the job.

Welcome also to new members Neil Dobson and Kristie Martin (1914 Model T Roadster), John and Sue Jones (1967 Humber Sceptre), Nigel and Judith Browning (1927 Packard and 1911 Calthorpe), Keith and Peggy Barriball (1947 Dodge D25C, 1955 Studebaker Champion, 1930 Ford A Truck), Ron Bird and Margaret Nisbet (1928 Austin Burnham Saloon), Tony Flay and Margaret Buchanan (1927 Dodge 4), Don and Jan Wise (1934 Plymouth), Ron Twidle, Tony and Trudy Christieson (1948 Morris Series E) and transferred members Maureen Trainor and Darryl Smith).

### Wanganui

Fay Chamberlain

What a great selection turned up for our antiques/old things night! Everything from old typesetting gear, German toy cars, jewellery, historic photos, 1910 opium pipe, WW I discharge papers, you name it, it was there! Lots of fun.

The next clubnight was an outdoors one, daylight saving put us in the dark again, for the annual Night Trial. This was organised by last year's winner Robert and Helen Eagle. Ivan and Jackie Kendall won this time with the Chamberlains coming a close second followed by the Boyds in third place.



HM the "Queen" Marie Alderton, Wanganui Heritage Weekend.

A good turnout folk.

Wanganui's Heritage weekend saw us out and about, dressed up and enjoying ourselves in the community. Transport parade saw Her Majesty the Queen lead the parade in her chauffeur driven, Ed Bleackley, Austin Princess. This car was actually one of the official Royal Tour cars for the 1954 visit. Lord and Lady Chamberlain followed in their 1906 Reo, the club truck our 1927 Chev, and various traction engines followed, all to the tune of the Wanganui Highland Pipe Band.

Two club members have volunteered to do the spadework for the June Rally (as we still have no club captain) we are very grateful to Lionel and Jackie Gillum for this.

Thanks too, to Ed Boyd and all those volunteers who have been busy on the raffle and aluminium collection trails to raise funds for the branch.

Membership continues to grow.

### Wairarapa

Frances Elwin

The last few months have been very busy with the Annual Rex Porter rally in March. A very good turn out of members enjoyed travelling over country roads in lovely weather. The evening meal and prize giving being held on Greytown. Results as follows.

Best performance Veteran Vehicle	Bernie Cheer
Best performance Vintage vehicle	Graham Clark
Best performance Post Vintage	Philip Brown
Best performance Post Vintage m/c	Bruce Hill
Best performance post war vehicle or m/c	Pat Dutton.
Best performance	

Commercial Vehicle  
Overall winner

Kevin Hickland  
Bruce Hill.

A great big thank you to all the organisers of this event.

The Annual branch Club Captain's run was held on 17 April and in lovely weather. A great turn out of members enjoyed country driving the winners of the day being Kevin and Val Ball in their Morris 8.

Club nights have been well attended with guest speakers with a variety of topics.

Our branch AGM will be held in June so it is hoped that members will put on their thinking caps and maybe serve a term on the committee. The members and committee wish Ruby Holmes a welcome retirement from the secretary post after seven years and hope her successor Ian Cutler enjoys the job.

### Waitemata

Keith Humphreys

Our Branch has held four very successful events since our last notes, the first being a meeting of the National Executive. It was our turn to organise the meeting of the National Executive, and as we don't have appropriate clubrooms, as part of our branch's philosophy, we had to look for alternative solutions. A little bit of lateral thinking found us looking for conference venues close to the airport at reasonable cost. This proved to be an ideal, simple and smooth answer to the logistics problem and the event went like clockwork from our point of view.

Alan Kerr's approach to the organising of the next event, the "Tour de Nord", was a little different from the usual with a time clock evident at the start and checkpoints manned and unmanned along the way. Although hard to believe, Alan took us on roads, many of them loose metal, which we hadn't utilised before and made for a very interesting long days run. Usually the winner is nominated as the most deserving member to organise the next year's run, but this time Alan and Eleanor had a real winner, Alan and Lee Booth. I think Norm and Elie Pye in their 1949 Ford V8 Convertible were the actual winners, but you can't expect the member of another Branch to organise one of our events?

Next was the opportunity to organise a hillclimb on a very steep hill on a private property "Grassington", down Clevedon way. As a first time, only a small group of enthusiasts attended for a trial run, but the outcome was an enthusiastic "let's do it again". The road is so steep it truly is a 'hillclimb'. E.T.D. went to Peter Allardice in a Morgan.

Finally, another first, a speed weekend at the beautiful "Springhill" property of Richard Izard near Wellsford. Here we were able to utilise the sealed runway for standing

start and flying quarter mile sprints, plus a large mown field for various high speed bent sprints. Richard demonstrated his Bentley GT and twin engined aircraft and most stayed the night in the clubrooms to enjoy a very convivial evening of good wine, food, and much boasting of past and recent feats. The weather held for another morning of high speed fun on the grass and runway before we set off in the vain hope of beating the Sunday afternoon Orewa traffic snarl-up. We look forward to a return to this beautiful and ideal venue.

Coming up, we have the usual mix of events with a Drive and Dine, Kelvin's Go Karting, and then in the same month, two of our most popular events, the AGM and the annual Midwinter Christmas Dinner at Whatipu.

### Wellington Elisabeth Smits-Brouwer

The early autumn months saw the Wellington Branch members involved in several great motoring activities. During the March clubnight Greg Foothead gave a talk about the mechanical support work he did for the Mitsubishi rally teams in Indonesia and Malaysia, as well as for two Paris to Dakar rallies. As a special treat for the members he had brought his 1986 Ferrari Testarossa for all to admire. The April clubnight featured our motorcycle section, presenting to us four very nicely restored motorbikes, with a short talk from each owner/restorer.

Early April we held our annual mystery drive for the Lower Hutt Leisure Group of senior citizens. This time ten Vintage cars with 26 seniors left the clubrooms in Petone, travelling to Haywards Hill and then on to Whitemans Valley where they were welcomed by the Vintage Machinery Club.

The greatest event, however, was the Club Captain's Safari during ANZAC weekend - what a great long weekend we had with 38 cars participating. Early in the morning of Saturday 23 April, the cars started from the Clareville VCC clubrooms, after having enjoyed a nice cup of coffee with yummy cakes provided by the Wairarapa Branch. Driving through many backroads, passing Alfredton, Woodville, Ashurst and Kimbolton we arrived for the first night in Taihape.

The second day of the Safari started with a visit to the Taihape Museum and Moawhango historic village, after which we were on the road to Napier, driving over the Gentle Annie route. Lunch was provided for the rally participants at the Timahanga Station Corriedale Stud, a 27,000 acre farm. After some rain, snow and sleet in the afternoon we all arrived safely in Napier

where we had a most enjoyable dinner prepared by the Hawke's Bay VCC.

Next morning included a pleasant run through Napier, Havelock North and Waipukurau to the Oruawharo Homestead. In this beautiful grand house, built in 1879, the Club Captain's Safari finished with a warm lunch, after which everyone headed for home, having enjoyed a truly unforgettable long weekend driving their Vintage cars.

### Wellsford

Rita Jorgensen

Lee Middleton kept our attention at our February club night with his detailed account of the restoration of his De Havilland 60 G wooden Gipsy Moth that he rebuilt from 1972. ZKADT 1929 vintage. It was amazing to see how fragile the material of these aircraft was, of course strengthened with resin and paint to be able to withstand turbulence once airborne.

Our monthly run in February was a social shed raid to Ted and Joy Buckby's home near Puhoi. A pleasant evening included an inspection of an Austin in restoration.

The combined Gymnic with the Hibiscus Coast Branch took place at Peny's farm at Wainui in a large flat paddock. Some 13 Vintage vehicles assembled but few took part in the events set up as most were content to socialise. A family owned Austin 10 Landaulette in original condition was there and still running well.

A good number of modern and Vintage vehicles travelled to members Ivan and Donna Nobilo's in Whau Valley Road in Whangarei for our March outing. They have some interesting memorabilia there, in a new large shed. In the afternoon we visited Don Nightingale's car museum at Glenbervie. He has a large collection of all makes and models of Vintage vehicles along with displays of model cars, radios and other interesting items.

Down through the garden, over a stile to view the Sowry collection of 200 Vintage sewing machines. A fascinating sight of row upon row of machines of many makes and models. Apparently he has a lot more in storage. One of the oldest was an 1854 Royal, the first machine with a round bobbin, manufactured by Wheeler and Wilson. There were also some children's models from the turn of the century. Interesting to see how the machine has developed and improved over the years. Outside a couple of garden seats caught my eye with their intricate wrought iron arms and legs made from the frames of the treadle sewing machines.

Something a little different. We also had a games evening organised by Brenda and Leon Salt. No gambling, old favourites like Dominoes and Yahtzee.



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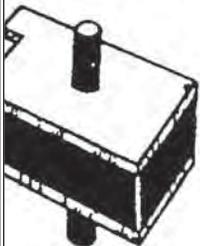
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